

latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 36 JUNE 1980

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We next met while playing ice hockey. Neither of us could skate, and since we were the very last two players to be chosen we were on opposing teams. The only communication we had was through opposing ends of our hockey sticks. The mere thought makes our shins feel raw and turn black and blue.

We next saw Dennis when he bought **Seabar**, an Electra. **Seabar** is German vernacular for the canine equivalent of a sea lion. He came to the sail loft to buy new sails so he could win the world championship. How to teach this old dog new tricks . . .?

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CONTENTS

9	subscription
15	letters
35	changes in latitudes
44	sightings
52	out of my mind
56	farallone clipper
61	island crib sheet
67	play for more
74	max ebb
79	coors 18 worlds
87	bashing up baja
90	interview perry
96	two transpacs
97	ready with rettie

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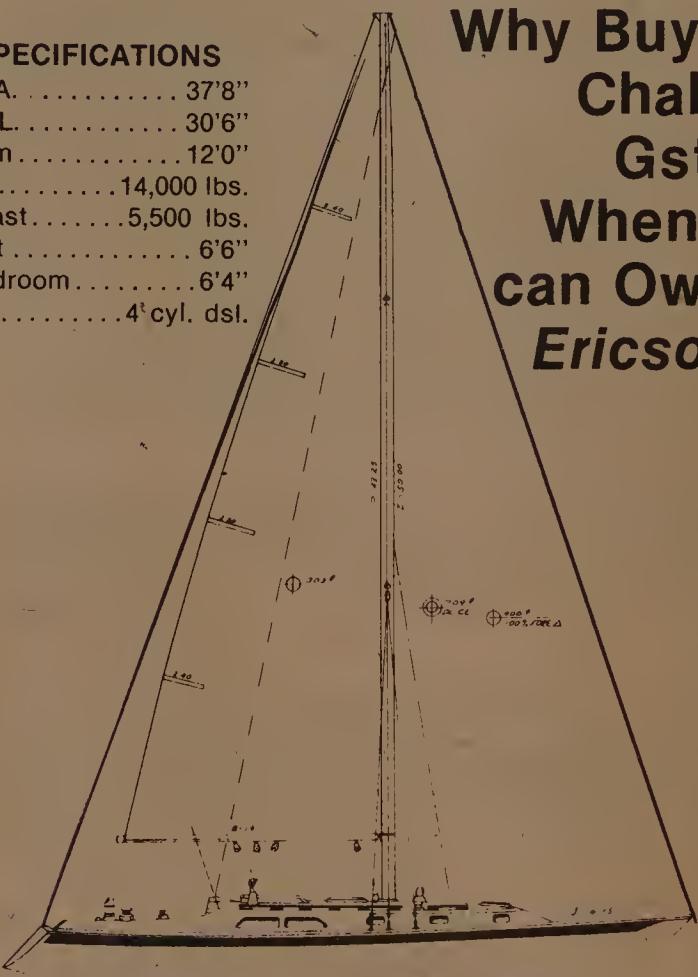
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11.0C



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L.O.A.....	11.0m 36'0"
D.W.L.....	28'3"
Beam.....	11'11"
Draft.....	4'8"
Disp.....	16,000 lbs.
Ballast Lead.....	6,000 lbs.
Sail Area.....	615 sq. ft.

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6.7



8.0B



8.5A



7.3



8.5A



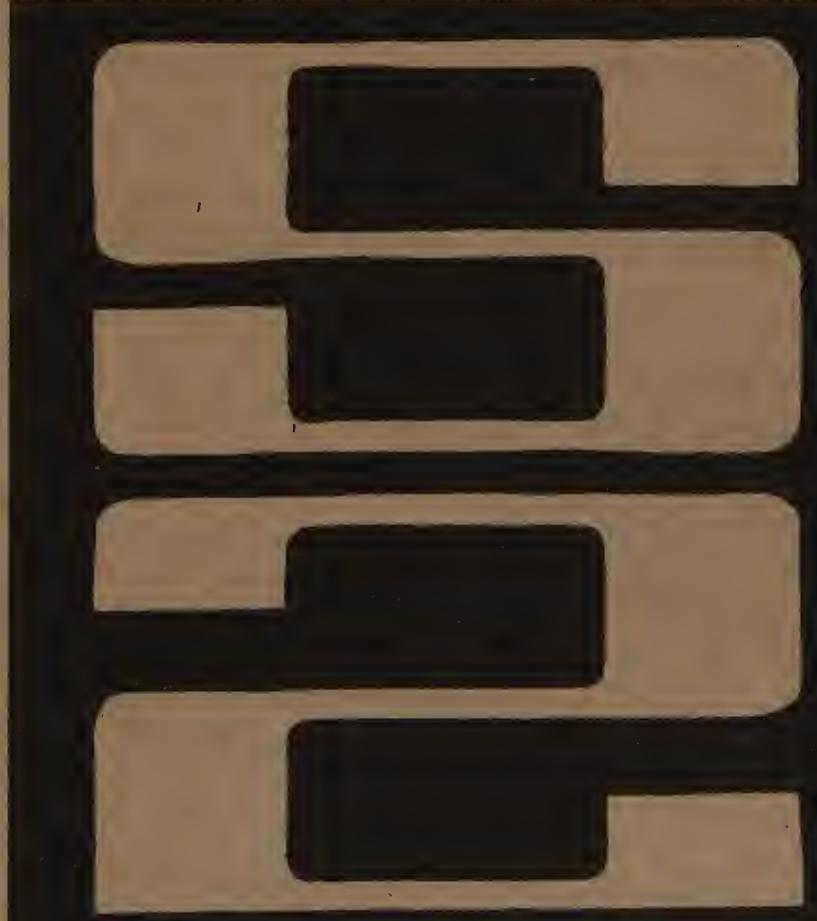
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Hood understands cruising. And, while we've been winning races, we have put equal emphasis on cruising and our cruising products.

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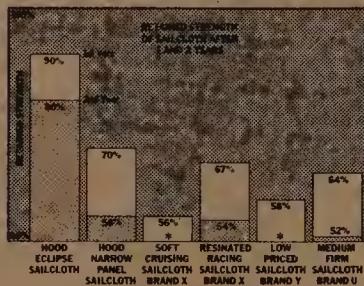
A sail is only as good as the cloth from which it is made.

Ted and his father, "Prof." knew that when they designed the first soft cloth more than 24 years ago because no commercial cloth met their tough standards. Today, our cloth engineers still design the sailcloth for the specific applications. And they control the design from fiber to finish.

Other sailmakers must pick what's commercially available, attempting to match the cloth to the application. No commercial cloth can match Hood's soft non-resinated sailcloth for longevity, shapeholding,

The Sun is sailcloth's worst enemy.

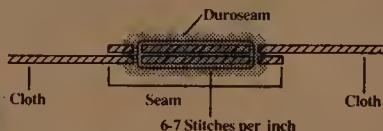
The sun's ultraviolet rays break down the fabric and shorten sail life. Hood Eclipse Cruising Sailcloth was designed specifically for cruisers to solve this problem. Virtually immune to uv rays, Eclipse is so durable many charter boats fleets have made it standard.



*Loses more than half of original strength in 2nd year.

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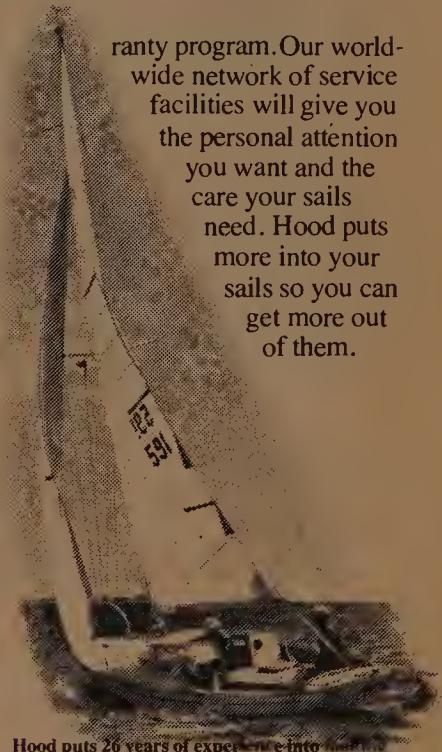


Hood seams have 6-7 stitches per inch...a full 50% stronger than the standard 4-5 per inch most sailmakers use. Our special dark brown thread protects seam stitching against ultraviolet breakdown. Hood sails have taped leeches which protect the ends of the seams against chafe from both sides while adding strength from head to clew. The patented Hood ring, often copied, but never matched, is many times stronger than a sewn in ring. The unique batten and corner construction we use is designed to last. Innovations like Sea Furl reefing and furling systems and the Stoway mainsail system have revolutionized the way cruisers sail. As the list goes on, it becomes clear...if you want the best in cruising you want Hood.

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Hood puts 26 years of experience into sails for the way you cruise.

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handling and stowability. Hood's exclusive tight weave has 13,500* "crossovers" per square inch compared with 8-9 thousand in normal commercial sailcloths. Because there are more yarns per square inch Hood sailcloth has a higher strength to weight ratio and greater dimensional stability.

*Hood 5.1 oz. Cruising Genoa Cloth.

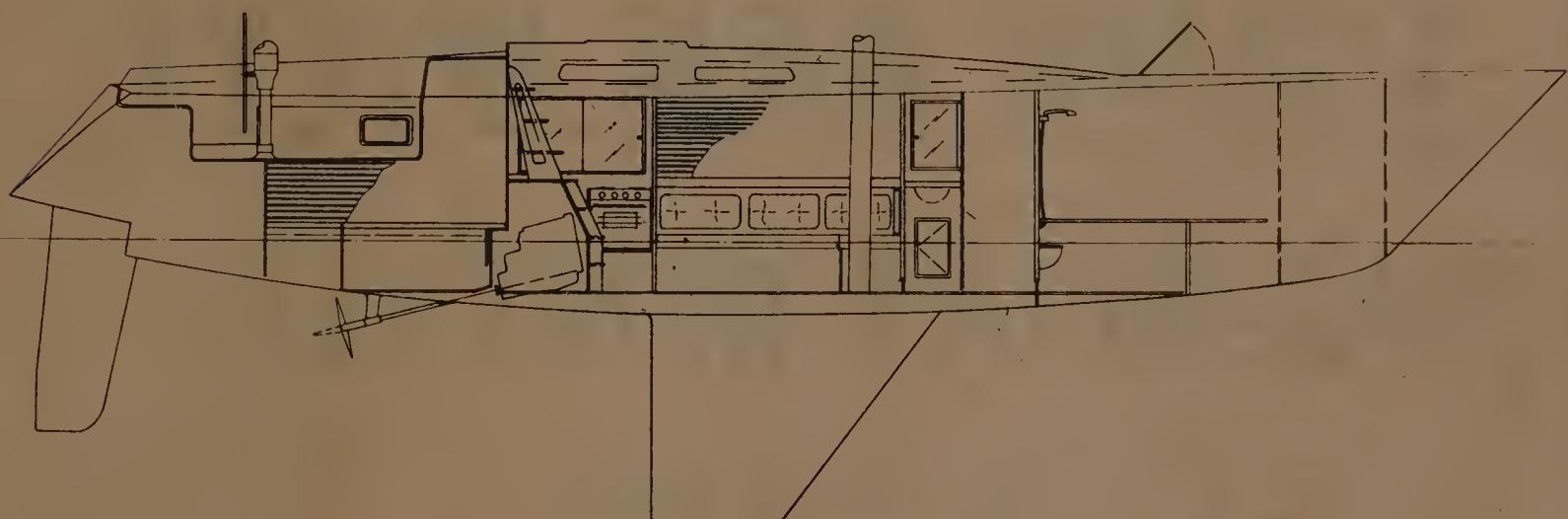
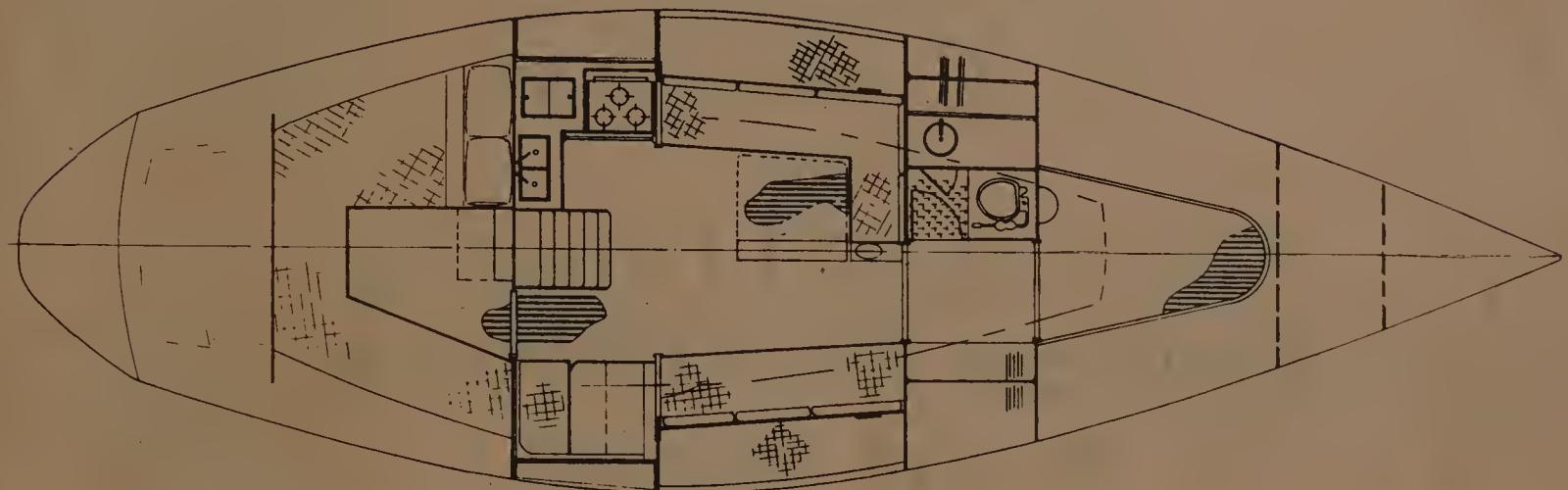
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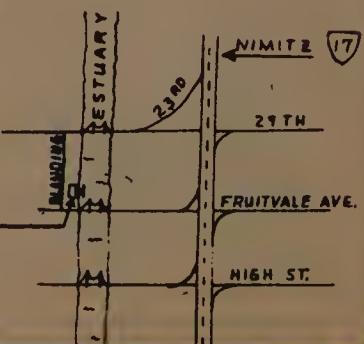
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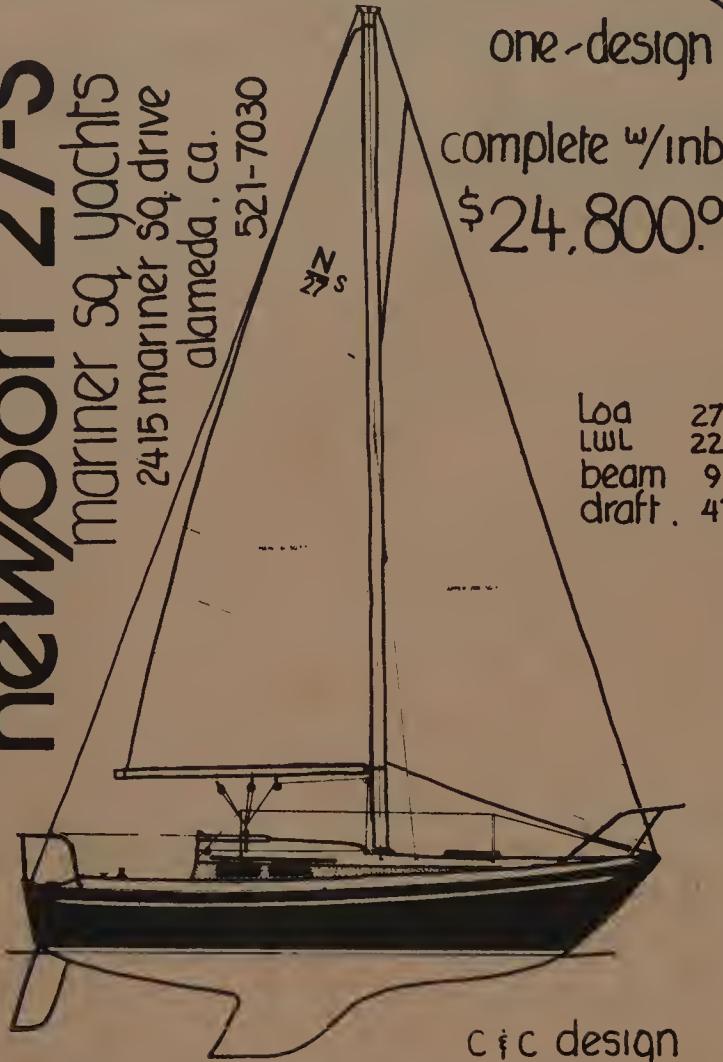
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LETTERS

THE LAST STRAW?

The upcoming singlehanded TransPac Race is a great event, but I think it's finish is in the wrong place in Hawaii. Hanalei Bay is the quiet, peaceful anchorage that every sailor wants, but the large number of boats in the race will spoil it for everyone. During TransPac years, many boats show up and crowd the bay, creating bad feelings against sailors in general. This new added amount of boats, people and media coverage can only make matters worse in Hanalei Bay.

The "matters" that will worsen are:

1.) Every year there is talk of too many boats in the Bay. Pollution is usually the topic of discussion and the drift of the discussion is always towards keeping the number of yachts down in Hanalei. Legislative measures have been proposed in the past to close Hanalei as an anchorage. Note Manele Bay on Lanai and Kealakekua Bay on the big island are both restricted anchorages due to *too many yachts* using the anchorages. The great increase in boats in Hanalei because of the upcoming race will be the "last straw", and most likely something will happen because of the overwhelming public opinion against the boaters. Do you want to lose the finest anchorage in Hawaii? This race could start the snowball that finishes the Bay.

2.) During the peak of the season every year, Hanalei dinghys are stolen off the beach. One year 11 Avon's were ripped off in a 3 week period. This increase in crime is indicative of the *general feelings* the local people have towards the situation. Of course, only punks around here would do anything like that — we don't need anymore crime in Hanalei.

The race will not be welcome in Hanalei Bay. I have taken an informal survey of the general population of the island and not one person wants the race to finish here. In fact, most stated that 'something should be done . . .' After having lived aboard my boat at anchor in Hawaii for 5 years, I feel my opinion should carry some weight. I know what is happening on Kauai and I'm *telling it like it is*. In no way am I anti-boating, or anti-racing, or whatever: all I'm trying to get across to you is that Hanalei Bay is in danger and this new influx of boats could be the 'straw that broke the camel's back'. Every boater will be the loser if Hanalei Bay is closed, or as in the case of Lahaina or Maui, turned into an amusement park.

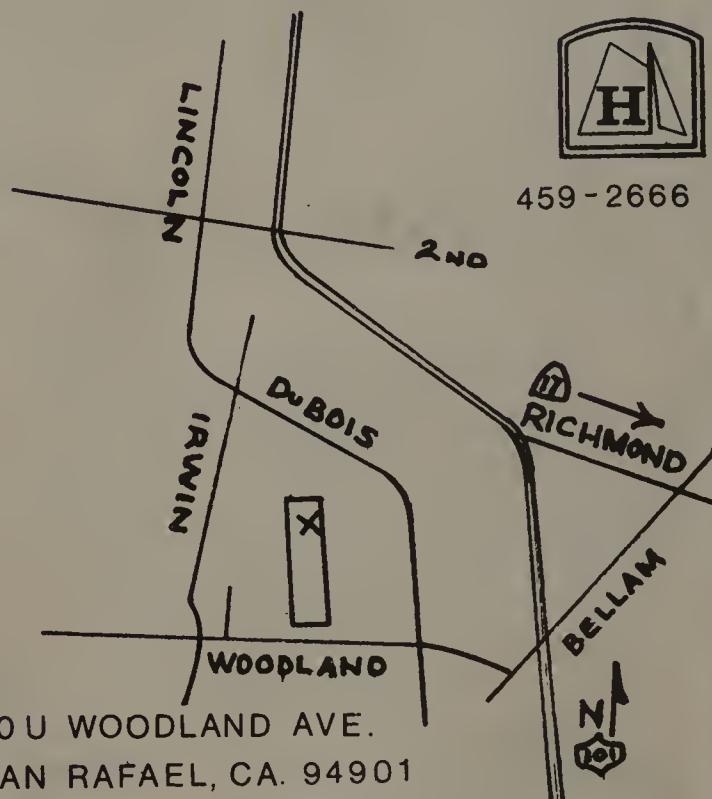
Ken Kaufman
Kauai, Hawaii

Ken — "Life, liberty, and the pursuit of happiness." What do you do when one group's pursuit of happiness (the singlehanders sailing to Kauai) may end up violating another group's pursuit of happiness (the Hanalei Bay residents tranquility)? We don't know, but we can be glad it's not as serious a problem as having only three kidney machines and forty patients who will die without them.

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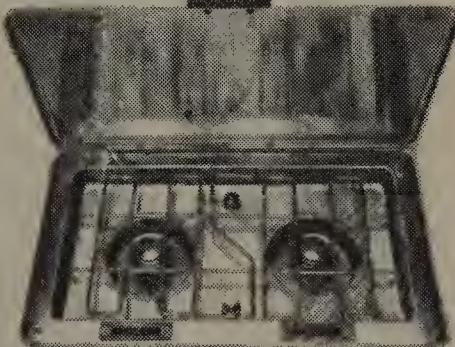
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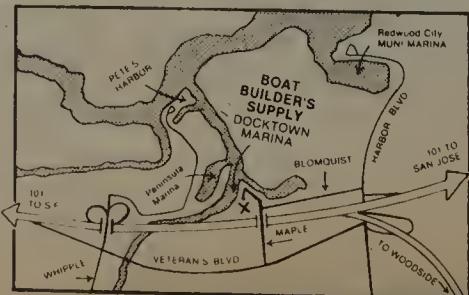
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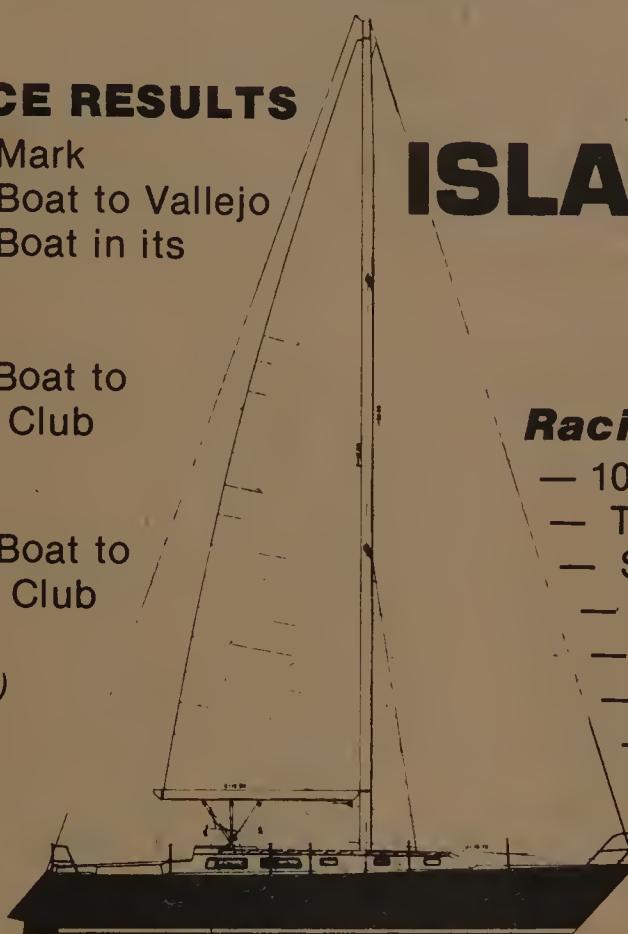
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by Doug Peterson

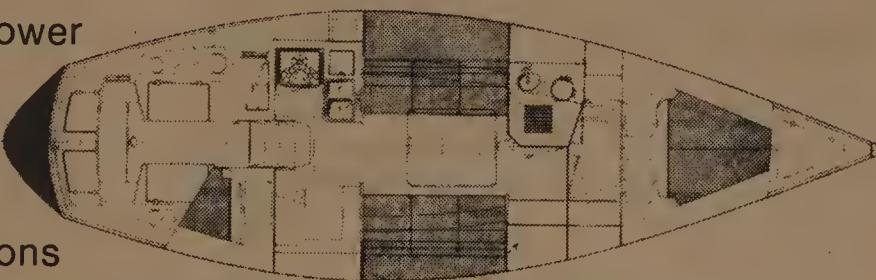


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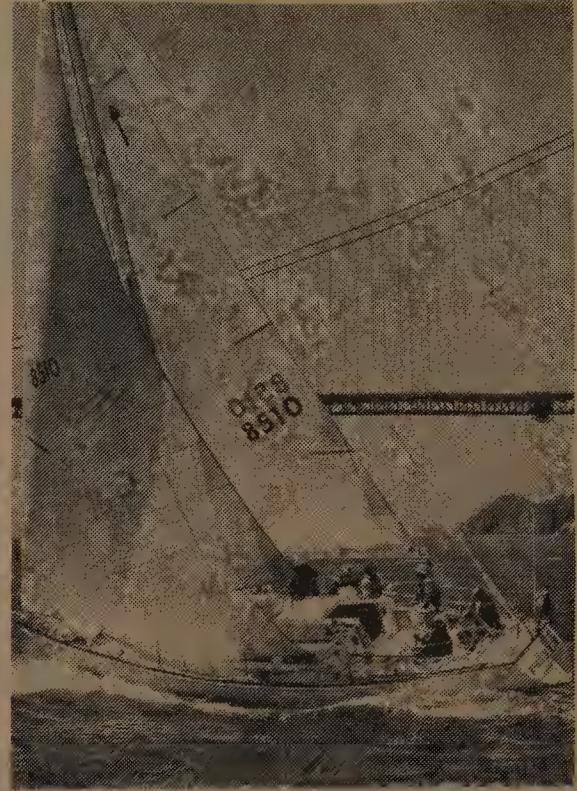
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LETTERS

Four or five months ago, a letter appeared in the Letters column from a yacht that was cruising in the South Pacific. The letter recounted the problems that a number of yachts had experienced with their Simpson-Lawrence Windlasses. We were among the yachts mentioned (*Flying Eagle*). All of the problems that we noted were in fact true, and yachts were having problems. However, there is another side that was not mentioned and it is only fair to the manufacturers and distributors that both sides are discussed.

We did have our share of problems but most were remedied by periodic maintenance and keeping the windlass covered as much as possible. In addition, in several cases that I know about personally, Seagull Marine has always stood behind their product and provided the needed service at no cost or replacement of the unit if there was a manufacturing fault with absolutely no hassle.

We still have a Simpson-Lawrence Windlass because it is the only windlass on the market that I know about, that is compact, powerful and has two speeds. The most important feature is the choice of two speeds. The low speed is ideally suited to break the anchor free from even the most difficult bottoms and the high speed reels in our 300 feet of chain quite rapidly. Often we had our anchor up and were sailing off while boats with the single speed manual windlass were still laboring.

Although we have had problems with our S.L., we will keep ours, until a better two speed windlass comes along.

Jerald L. Zavalney
Los Gatos

Jerald — It's always nice to hear from folks who have opinions based on experience. We and our readers both appreciate it.

□ THE STRAIGHT POOP

I guess it's allright for the Pardey's to propagate their relatively harmless eccentricities such as refusing to believe in engines or gimballed stoves. However, I think it's time to call a halt when they give their inane opinion on lifesaving gear. They say they can give a long discourse on "people who have been lost because they were wearing safety harnesses . . ." Now if that isn't a stupid statement, I don't know what is.

The whole thing is more unfortunate in that it is only inexperienced sailors and would-be cruisers who will take their dubious advice at all seriously. I can only hope that common sense will prevail and that anybody even contemplating taking their views to heart will think twice when they realize that these views are put out by people who spent eleven years shitting in a bucket onto newspapers.

John Davies
Salinas

John — There have been cases where people have been killed because of their safety harnesses, but to our knowledge their number is far fewer than those who would have been

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- review and evaluation of existing sails and covers
- low-cost, effective, repairs and recuts
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I mostly race _____ cruise _____ sail
single-handed _____

Please call me at _____
between the hours _____ and _____

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Valiant



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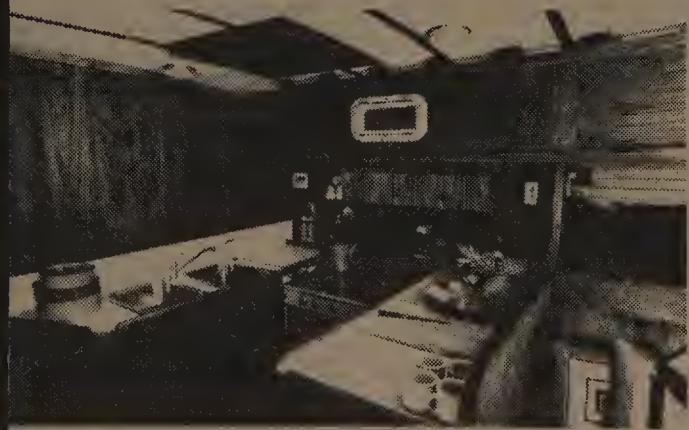
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The Valiant 40 is a fast offshore cruising boat, pure and simple. Her clean and efficient design gives her a remarkable ability to point high while footing fast, and makes her a comfortable and exhilarating cruising boat. She has a stable, easily driven hull, powered by a close-winded versatile rig. The vessel maneuvers exceptionally well in close quarters under both power and sail, and unlike the majority of sailboats will easily back to both port and starboard in reverse.

The Valiant 40 is recognized as a breakthrough design — one of Bob Perry's finest — the modern standard by which all other cruising yachts are judged.



VALIANT 40 — In Stock & Ready for Delivery ★ Financing Available



LOA	39' 10"
LWL	34' 0"
Beam	12' 4"
Disp.	22,500 lbs.
Ballast	8,400 lbs.
S.A.	772 sq. ft.
Draft	6' 0"



Valiant 40 ★ Pilothouse 40 ★ Esprit 37 ★ Valiant 32

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LETTERS

saved with them. So while we tend to agree with the Pardeys fatalistic 'you're dead if you fall over' attitude, we'd nevertheless take harnesses along on any distant cruise.

A tip from experienced sailors on the use of harnesses: Don't clip on to a lifeline or pulpit, since in either case you may be thrown overboard, dragged along, and unable to pull yourself back onboard. Rather hook onto something more sturdy, and more on the boat's centerline.

But John, don't discount the Pardey's opinion on the basis of having crapped on a paper-lined bucket. This is certainly a far more preferable method to doing 'business' through a head, if not quite as good as going straight overboard.

□ I LIFT MY BEER TO ALL YOU HARD WORKING PEOPLE

I'm drinking my morning tea watching the fog burn off the bay down here in bee-you-ti-ful Zihuatanejo. Yes, fog! and it's 85 degrees at 0800. Was reading back issues of *Latitude 38* before I put them in the parrot's cage. He's already gone through 1 *Sail* and 2 *Cruising Worlds*, so I had to break down and use your paper. The letters from Annie Sutter had me choking on my tea. God, do I know rotten tomatoes?!

Last night was getting ready to have dinner at a friends house when the wife came in and announced "I have typhoid." GAAAAAA!!!! Three gringos lost their tans instantly. Seems as though they call gastro problems 'typha'. Whooeee.

Would like to recommend that any yachties heading south get the name and number of the Air-Evac in San Diego. Thanks to them our friend Tom, is alive. After the Red Cross hospital here told him he had a bad case of tourista all the yachties got together. Two doctors gave diagnosis, one gracious gentleman donated his SSB, the Air-Evac sent a Lear jet. Tom's appendix burst en route to San Diego.

Let's see — local boats. Mary and Helmut on *Genievore* are in Costa Rica as are *Abus*, *Eagle*, *Panacea*, *Crystal Dolphin* and about 30 others. We're all going to meet in Puerto Madero to celebrate the big 'T' with a couple hundred beers. Ruell Parker on *Fishers Hornpipe* is heading for the Cocos Islands, then Puntareanas. God, my spelling has suffered. *Mystic Isle* took off for Hawaii and Daria and Cindy on *Altair* headed back up to the Gulf.

Just found the number for Emergency Air Ambulance, (714) 571-8944.

Contrary to popular belief, Mexico is not cheap and beer is 55 pesos a sixer. However, by scrimping in other areas, we manage to drink our share. The fruits are fantastic! Papayas big as watermelons and watermelons are red as tomatoes. The beef leaves a lot to be desired, but if you're into goat and pig you can chow down. Fishing is a different story. Everyone seems to be catching only skipjack — a big bonus for ship's cats, but not too tasty for the crew.

I could ramble on forever, this is the first letter I've written in months. Say 'hi' to Tom and Larry at Boatbuilders, and Mac at Marine Sales, and Merv at Weeks, and Fred at Beerys, and



Gene Haynes "Whither Thou"
with Twin 1.5 oz. Headsails up.

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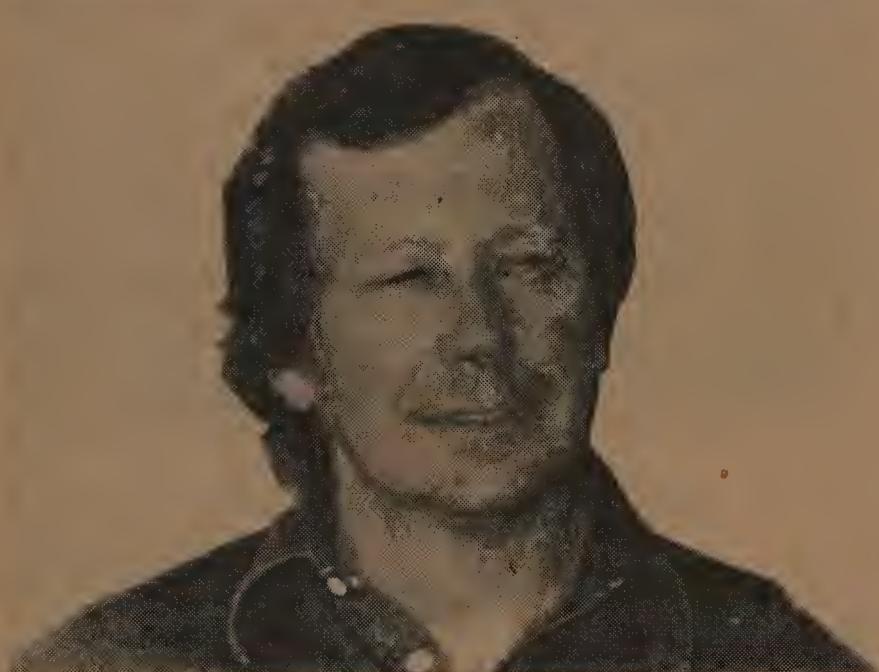
Monday-Friday 9 a.m.-5 p.m.

Saturday 10 a.m.-2 p.m.

What do Bill Clute and Vern Neff have in common?



Bill Clute owns
“High Noon”, a Peterson
Custom 2 Tonner.



Vern Neff owns
“Kemo-Sabe”, a
Santana 22 production
S.F. Bay one-design.

- Both Vern & Bill have S. F. Bay boats.
- Both take sailboat racing seriously and like to win.
- Both received the same technical assistance and personalized service from the sail loft.
- Both have done exceedingly well.
- Both have North Sails.



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North Sails win more races than any other Sails in the World.

LETTERS

Dale at Proper Tighe, and good old Mercury Marine Mart. All those people who made it possible for me to be down here. I lift my beer to all you hard working people in the cool bay area.

Oh hell, here comes the Love Boat — prices in town will go up today.

Happy May,
Cora-Lea Morrissey
Trimaran Cora-Lea
Zihuatanejo, Mexico

P.S. — Tom is back to his boat and feeling fine.

□THE SYMPTOMS SHOULD VANISH IN TWO WEEKS

Whilst perusing volume 35, I noticed a suggestion by Messrs. Walter Crump and William Cox, concerning the ingestion of promethazine hydrochloride with ephedrine sulfate.

Now, though neither of these innocuous substances alone would bring the ingester to grief, the combination of the two would have some rather unique effects on one's crew. To wit:

Crump 'n Cox notwithstanding, male crew will develop large, pendulous albeit, hairy breasts and a somewhat more graceful attitude whilst retching to windward!

Your female crew's voice typically will lower by a factor of 4; facial hair develop, at what right-wing elements would describe as, "an alarming rate", and the women would, typically, develop an annoying habit of engaging one in conversation, on deck — in the wind — and then turn their cranium 180° from the talkee!

Now to rectify the problem at hand, one needn't plumb the depths of the biochemical abyss, so to speak, simply substituting promethazine hydrochloride will suffice.

As for the remedy of putting a patch over one eye, it is my considered opinion that, that is simply a classic example of pulling the wool over ones eye.

I remain; the Commodore.

Dr. Thomas Ranson Ayres-Tigue
Famous Vaginacologist
Half Moon Bay Yacht Club

□WHERE CAN I SEE YOU AGAIN

A photograph in your May issue shows the interior of a Niagara 35. I saw the boat at the Alameda Boat Show; however, there was no salesperson aboard on the rainy afternoon that I attended. Can you tell me where I can see the boat again? Who sells it? How much? etc.? . . .

As to your sketch in "Sightings", depending on the weather, the vessel, and the equipment available to handle same, I would have to say that one can sail anytime . . .

Dave McDonald
Alameda

Dave — Eagle Yacht Sales in Coyote Point sells the Niagara 35 as does Farallone Yacht Sales in Mariner Square.

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Photo by Patrick O'Daniels

the Wilderness 30SX

The Wilderness 30SX is one of the hottest racing/cruising yachts of the 80's. It was second to finish, boat for boat, in the single handed Farallon Race. Designed by renowned Naval Architect Chuck Burns, to sail as fast as possible on all points of sail, which is exactly what she does. For up-wind performance, she has a $\frac{1}{8}$ rig, straight water lines, as opposed to IOR diamond shaped water lines. The firm bilges carry all the way to the transom for dynamic stability. Surfing on ocean swells is an experience no sailor should miss.

Race equipped with the best equipment that is extra on most comparable yachts, featuring names such as: Hulse-Chrisman Spars, Bariant, BMW Diesel, Schaefer and Navtec. The deck and cockpit are clean and uncluttered, with wide side decks for easy crew movement.

The 30SX interior was designed simple, clean yet very functional. She sleeps six, with 5'10" headroom, complete galley and a head with privacy curtain.

The Wilderness 30SX is ready to sail as delivered; test sail one today.

Specifications:

LOA 29'9"	Beam 8'9"	Ballast 1,900
LWL 27'9"	Draft 5'6"	Displ. 4,200

LOA	20'6"
DWL	17'9"
BEAM	7'3"
DRAFT	4'
DISPLACEMENT	1870 LBS
BALLAST	1070 LBS
DISPLACEMENT RATIO	56%
SAIL AREA	208 SQ FT

The Wilderness 21

The Wilderness 21 is a hand-made beauty, featuring the finest materials from around the world. Designed by naval architect Chuck Burns, the 21 is light and highly ballasted with lots of sail. This tough little boat will cut thru a heavy ocean swell or glide along on a glassy bay. Hans Christian Yachts is featuring a special price on this excellent yacht. Don't miss this chance to own a Wilderness 21.

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Partial List of Brokerage Yachts Sam Brooks—Yacht Broker

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27' Choate (Foreplay)	\$22,900 \$19,950
27' O'Day	\$21,950
30' Cape Dory	\$38,850

30' Farrallone	\$38,995
32' Westsail	\$57,900
36' Columbia Cruise Ready	\$39,500
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LETTERS

The latter has one in stock ready for inspection, and we're sure they're ready to give you all the information you need.

In regards to the 'etching' in last month's "Sightings", we'll count your vote for love in our tally sheet.

□ TOP PRIORITY

Can't spend 15¢ without saying something.

1. The 300 copies you send to West Coast Marine in Oakland run out in no time.

2. I finally found a place for you to send copies that will save me one.

3. I want to thank you for your sailing sheet. I don't think I have missed more than 2 months so far.

I haven't seen any complaints about the language or pictures recently — not getting conservative in your old age, are you?

Again, thanks for my top priority magazine.

Dick Taylor
Oakland

□ NOT A LOT TO COMPLAIN ABOUT

Great magazine but:

1. Why not number *all* pages, it's much easier to find what you're looking for and:

2. Why not number pages where you can see it, i.e. at the edges, not at the center.

Not a lot to complain about, is it?

Ed Durbin
Piedmont

Ed — You're absolutely right, page numbers aren't a big thing to complain about.

Our feeling has always been that page numbers are obnoxious little buggers that contribute nothing to the layout of a page or photograph. Therefore we've always given them the lowest priority. Sure we realize that sometimes it makes it hard to find things, but we figure in the process you'll probably trip over some interesting story you wouldn't have otherwise seen.

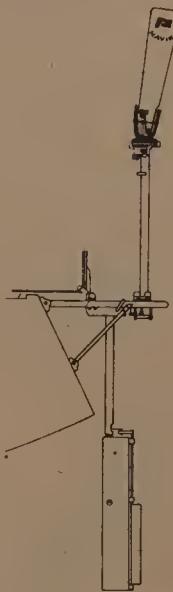
We'll look into it, but at this point promise no changes.

□ BRING OUR INTEGRITY WITH US

I would like to correct an error reported in the latest issue, relative to the results of the Colin Archer Race.

It was reported that *Mirage* (Nor'Sea 27) won the Division I. While I wish that were true, in fact, we got a DNF. Perhaps the confusion resulted when, although we did not round the Bonita Buoy, we did cross the finish line, in order to be accounted for and to get a time. When we crossed the line we were asked if we had finished, and we replied that we had not. Frankly, I am surprised that as many boats finished as have claimed to. We were fairly well in front of the pack and had the Bonita Buoy in sight for at least 2½ hours, unable to make much headway against the current. During that period, I can't say that I saw anyone round the buoy.

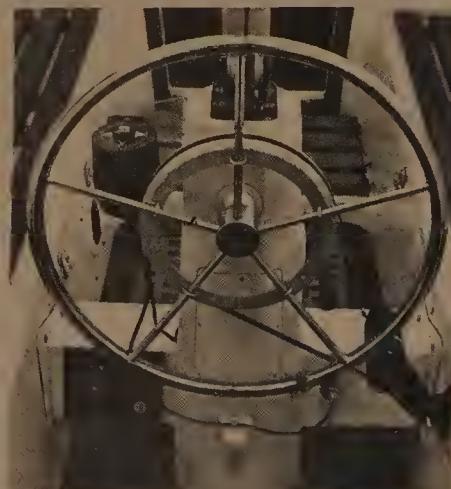
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Whether you're thinking of moving up to a larger, more spacious boat to accomodate a growing family's cruising requirements or considering trading down from one of those heavy IOR-type battleships to a lighter, more responsive, easier to handle boat, the versatile Wylie 34 offers an exciting but practical solution.

Exciting to sail — at 7800 lbs. displacement she's a moderately light boat not requiring heavy gear or large sails, and with a 3050 lb. keel, she's stiff enough to easily knife upwind in the gusty Bay breezes. Off the wind her modern hull design provides the stability and control for exciting performance in both heavy and light airs.

Practical to own — modest initial cost for a fully equipped boat that combines an elegant but functional interior, a race tested deck layout and rig that uses the finest of equipment (Barient, Schaefer, Nicro, Harken, Navtec, Hulse-Chrisman) and a sturdy BMW diesel engine.

The Wylie 34 is built by North Coast Yachts in Alameda and sold direct from the factory. North Coast is a small shop (about twenty-four boats a year) that emphasizes careful, sturdy glass work, cabinetry work that is individually crafted to fit each boat, and custom designed spars and rigging.

Orders placed now can expect late summer and early fall delivery at current prices. Call for further information or visit the shop for a look at how the boats are built.

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L.W.L.	25'9"	Ballast	3050 lbs.
Beam	10'10"	Displacement	7800 lbs.
Diesel	B.M.W. D-12	Prop.	16" folding Martec
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LETTERS

To the legitimate winners, whoever they are, I congratulate you on a tough race, well sailed, and hard won.

I must say though, there was some cheating (motoring). I would hope that this did not contribute to anyone 'winning'. I supported the fact that there was no protest committee, because I guess we should all be depended upon to bring our integrity with us when we go sailing, but it appears not everyone sees it that way.

I would be in favor of more "cruising boat" races. I think it helps us learn how to sail our boats a little better, without requiring exotic and expensive headsails. Maybe *Latitude 38* could beat the drum a little for this and see what kind of response there is.

Nick Meyer
Menlo Park

Nick — Thank you for the clarification and thoughts.

You might be interested to read this month's interview with Bob Perry where he says that cruisers really ought to race their boats to become familiar with them and how to get the most out of them. Rather than *Latitude 38* beating the drum, we'd recommend that you enter one of the many 'beer can series' around the bay area. You'll be grouped with boats of comparable speed and should have one heck of a good time. If you go out there on a consistent basis, you'll be surprised to see how many other Nor'Sea and similar boats will join you if you only ask.

After you've done enough beer can races, or if you aren't free at night, you should just sign up for the Yacht Racing Association's HDA bay racing series. Don't think that just because it's YRA that everyone's animals — that's mostly found in one-design. With a Nor'Sea 27 you'd rate even with boats like San Juan 21s, Tanzer 22s, Tartan 27s, Columbia 29s, and Islander 26s.

We have a full keel, very heavy cruising boat, of early 1960's design. We race at all the beer can and HDA races we can. We don't always win, but we don't always lose, either. And we're certainly much better sailors for it.

JOB IS TO GENERATE REGULATIONS

I would like to bring everyone's attention to one of the latest Coast Guard regulations. As of January 1, 1981, virtually every recreational boat over 16 feet will be required to carry on board at all times 'emergency distress signals'. These signals are none other than the flares and launchers that most of us couldn't afford or thought unnecessary or dangerous. They are now required or else you will be heavily penalized.

My correspondence with the Coast Guard has left me with the solid opinion that there is a bureaucracy within the Coast Guard whose job is to generate regulations. In this they will not be dissuaded by any argument no matter how well founded. The explanation of this regulation in the Federal Register leaves little room for doubt that the regulation was written and that public opinion was sought only to find ways to modify the



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CRUISING SEMINARS

OFFSHORE SAILORS, WHAT PUZZLES YOU?

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FILM: Alaska's Misty Fjords

June 19 Handling large sails,
heaving to.

FILM: Canada's Inside Passage

JUNE 26 Design and care of sails

FILM: *Fast Forty*, 3500 # 40' cruiser,
just launched on San Francisco Bay

**Off Highway 17, thru tube to Alameda,
right on Pacific (100')**

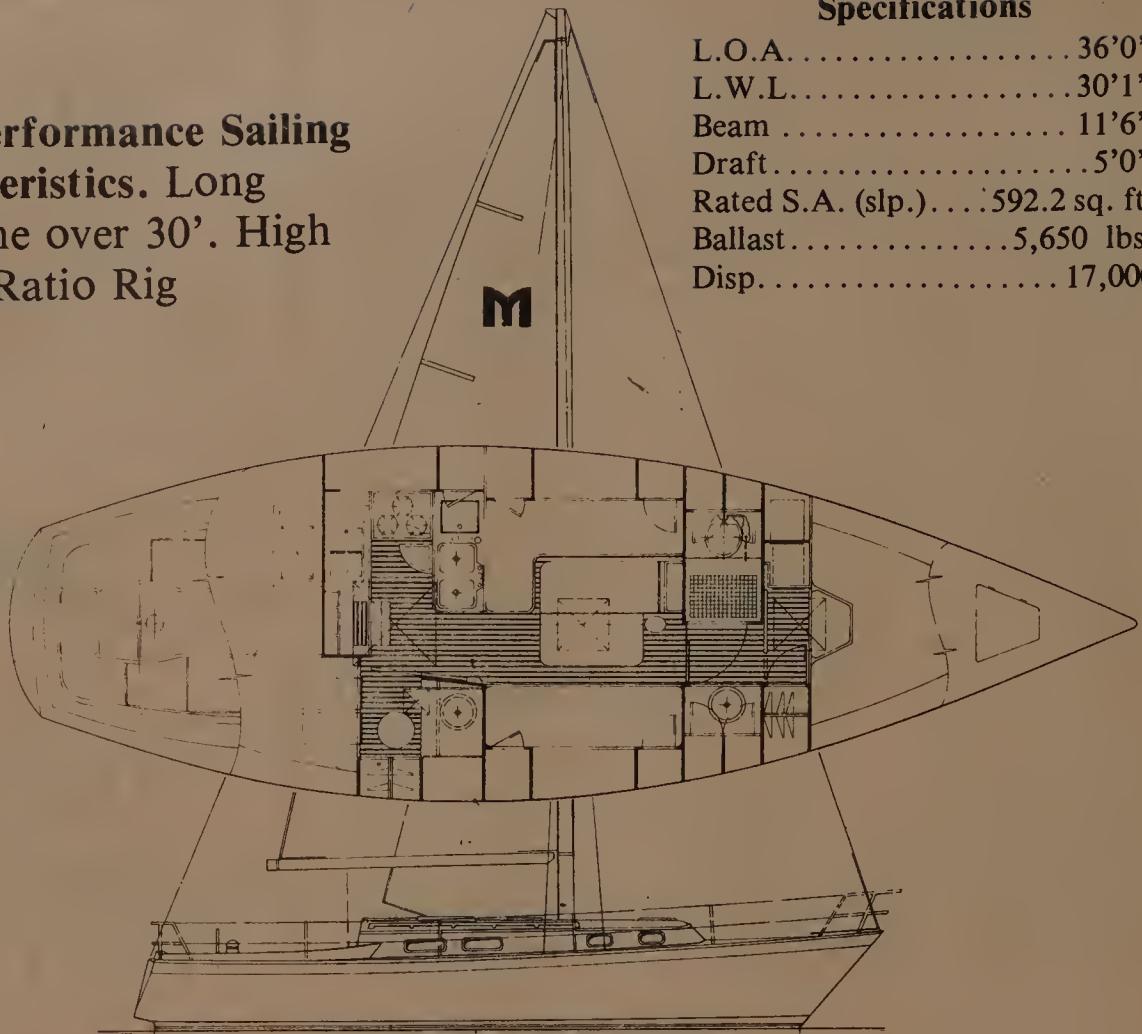
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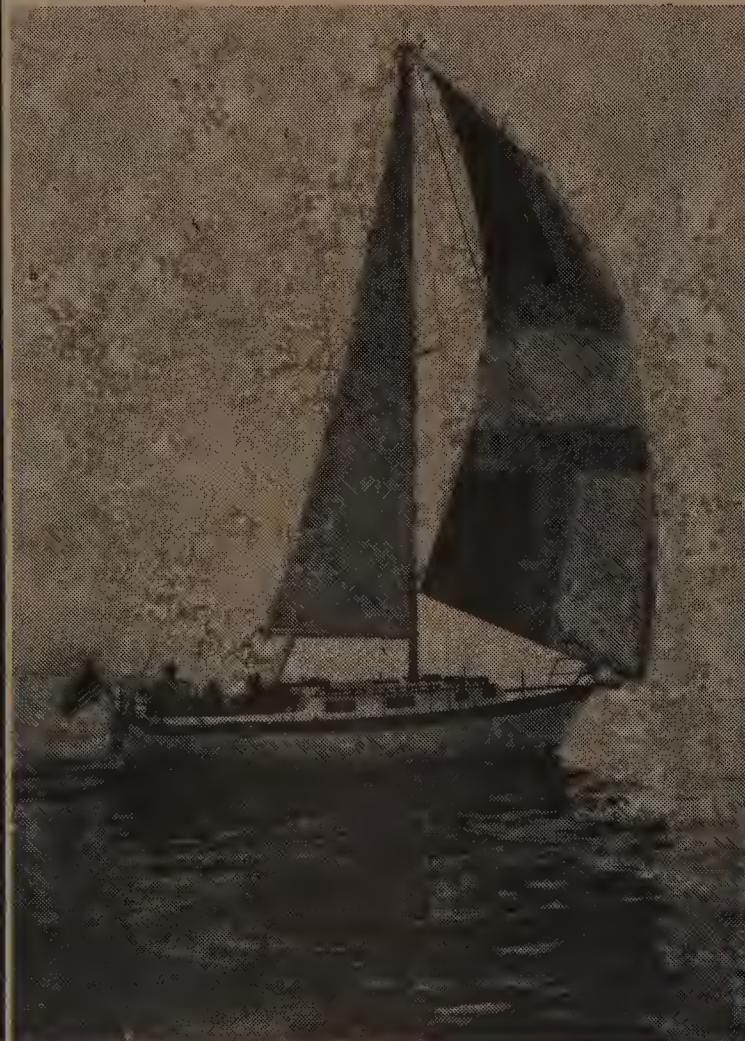
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Draft.....	5'0"
Rated S.A. (slp.)	592.2 sq. ft.
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LETTERS

regulation for the least offense.

To my question of the safety of forcing explosive and/or incendiary devices into the hands of inexperienced and untrainable hands on flammable boats the Coast Guard responded: "If the Captain feels that the pyrotechnic devices are dangerous then he should opt for another VDS device (visual distress signal) such as the orange distress flag or electric light." Of course what they didn't say is that it is very hard to see orange life rafts and this so-called electric light is a theorized device that automatically flashes S-O-S (because people in distress can't be relied upon to flash a recognizable S-O-S of their own) and has never been constructed or manufactured. My opinion is that a light to meet Coast Guard requirements will cost considerably more than the flares and smokebombs they also approved.

My estimate is that the first year take of manufacturers who have, incidentally, helped to write this regulation, will be between 25 million and 625 million dollars, depending on whose figures you use.

It is time to disempower the Coast Guard from making any more regulations. When cops make the laws, the laws will always be designed only to enhance their own positions. The Coast Guard claims that their belief was that this regulation would prevent dangerous distress signals from being brought aboard boats. Aside from the stupidity of that thought, the same end could have been accomplished by requiring Coast Guard approval for any device manufactured for use onboard boats.

I urge you to write your Congressmen and Senators if you think that a Captain should be in charge of his own boat. In this election year, I urge you to write to the President and complain about the interfering, inflationary and unseaman-like regulations being issued by an unresponsive Coast Guard. Not to mention the moronic use of acronyms such as MSD, PFD, and VDS.

Thomas H. Kunich
San Leandro

HE ASKED MY AGE

"Up the Protest Flag"

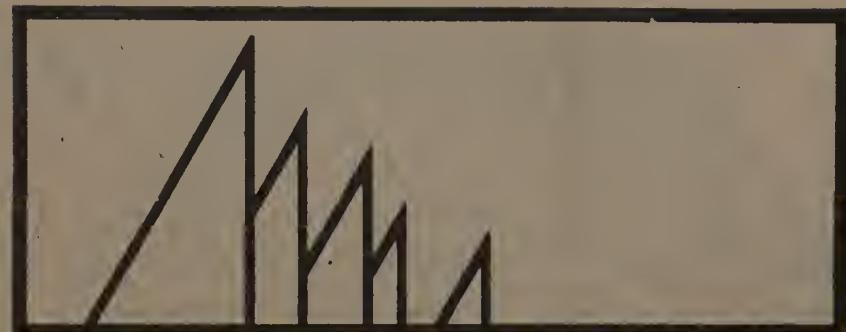
I recently purchased a 26 foot Excalibur and shortly thereafter received a call from a person who said he was the secretary for the "Excalibur Racing Association".

He asked if I would consider joining. I replied yes, we chatted, then he asked my age. When I replied 50, there was a lull on the other end, a few ahhhs, etc. — Well, I never received the application.

It seems this youth (hopefully not the organization) has a fear of ancient mariner competition. I personally would not consider racing any person(s) who are piss-poor sports even before crossing the starting line.

Raymond Cook
San Francisco

P.S. — Keep up the good work!!



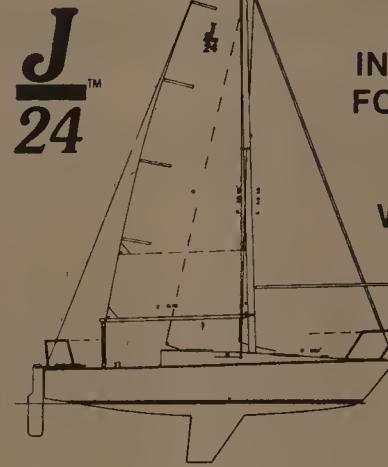
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LETTERS

Raymond — It's not that the Excalibur class doesn't want 'ancient mariners', they're just afraid of them — and with good reason. You see, last year's season champ was Howlin' Owl — a boat which, incidentally, has won it's class in the Vallejo Race the last 5 times around. Howlin' Owl is skippered by Ray Mann who is 62, and Jill Mann who is . . . well, over 21 and flies the spinnaker.

The Excalibur is a good boat with a strong and growing class. An application to join the class is in the mail to you now.

IS NOT POSSIBLE

Enclosed is ten dollars for our subscription (At Last!)

If it is possible to do so, please send us a back issue of your compilation of "crews available crews wanted" listing. As usual, the issue that we missed is the issue that we could use the most.

If the answer is "no", then perhaps you could refer someone to us as we two have recently become three and now need a hand to comfortably sail our Alameda berthed 27-ft. auxilliary sloop. Racing and "macho" sailing are not in our repertoire. We are looking for a person or two who would enjoy some leisurely day sailing in the bay on weekends, holidays, etc. and who doesn't mind sharing cockpit or cabin with an active, interested, jubilant one year old boy. Some sailing experience required.

Ellen & Jim Hodos
319 Nevada St.
Nevada City, CA 95959
work (916) 272-6606

Ellen & Jim — The only way we can offer Latitude 38 free is by being efficient. This precludes keeping back issues on file and maintaining a staff to fulfill requests for them. We feel our responsibility is to put out the best issue we can and smother northern California with them. As an interested reader, we think it's your responsibility to either pick one up at the zillion distribution points, subscribe, or have a friend pick up a copy for you.

However, we'll be happy to print your letter and hope your message lands on friendly ears.

NO COMPOUNDING COST

I was happy to see your article in May Latitude 38 (Over the Side), which I have been recommending for some time.

It would be least expensive for folks to buy the Promethazine tablet (Rx) and Sudafed (Pseudo-Ephedrine) over the counter tablets. Works fine and no pharmacy compounding cost.

Actually, the Navy found Dexedrine and Scopolamine were the most effective drugs but that's pretty heavy for most of us.

S. McFadden, M.D.
Daly City



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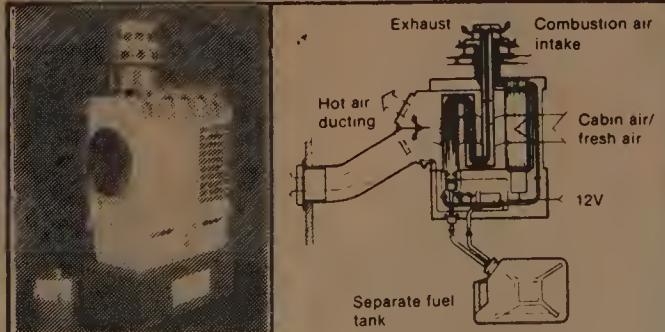
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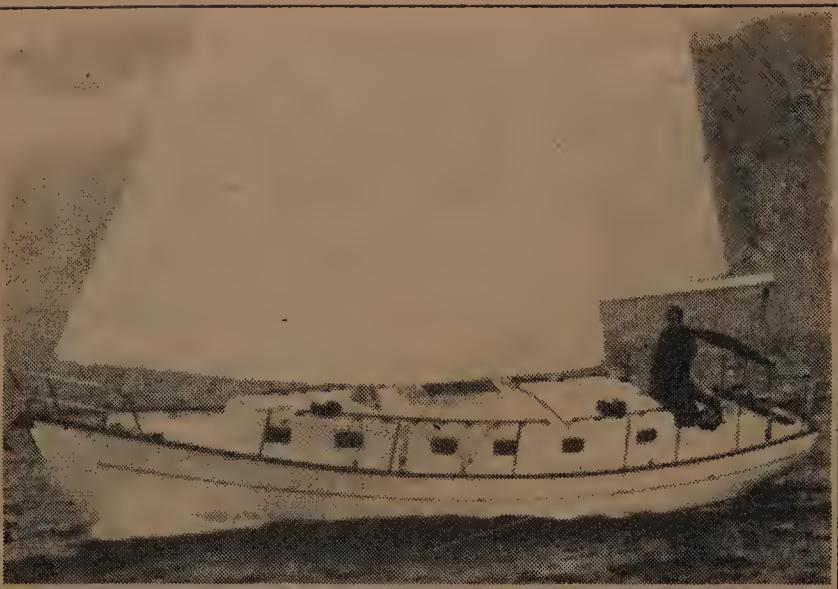
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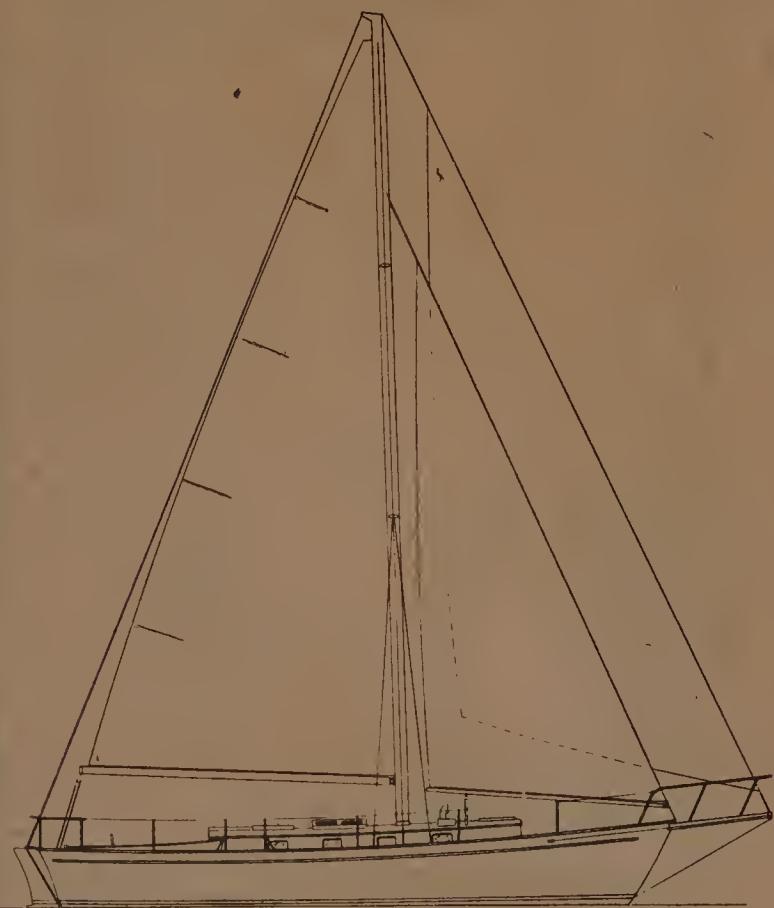
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1/2	SALE \$.40	73	8,300
5/8	SALE \$.69	125	14,000
3/4	SALE \$.92	154	20,000

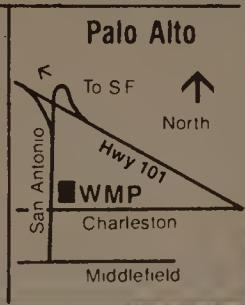
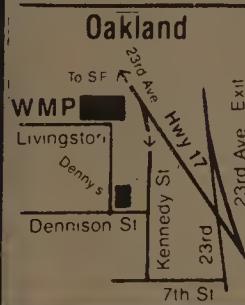
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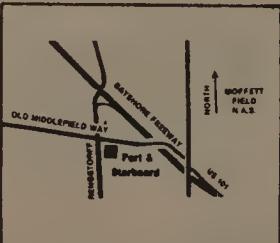


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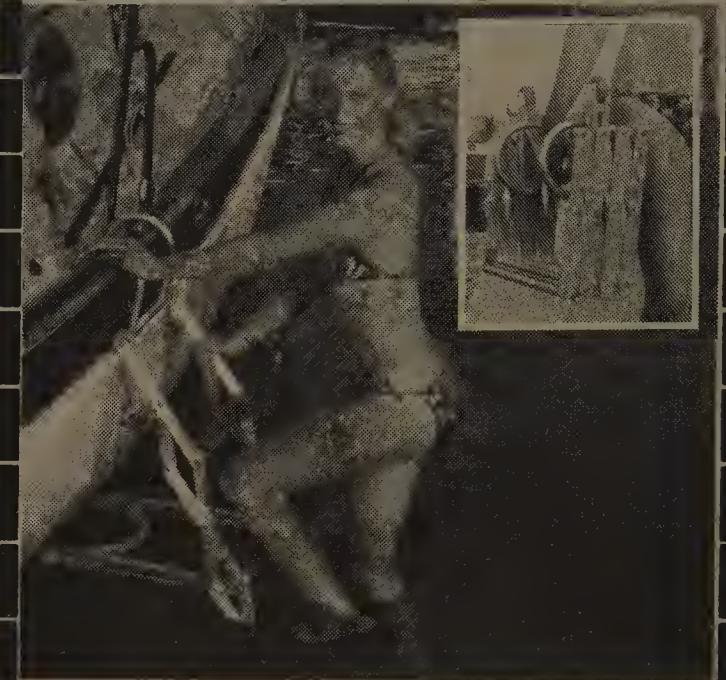
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MY IDEAL CRUISING BOAT By Lyle Hess

"I was standing on shore at Catalina Island in a real blow. It was cold and there were huge white seas. I asked myself 'what if I had to get out of here tonight, what kind of a boat would allow me to do that?' She should

be close winded; have reserve buoyancy; a fine bow, but not too fine where she is cranky when running; buttock lines to provide good lift; and a pleasant, easy motion at sea. Most importantly, she should have good speed, and be a size that I could easily handle. Based on my 52 years of experience and study, I built the Falmouth 22 with these qualities.

The Falmouth 22 is my ideal boat. I can't say that about any other boat I have ever drawn, even Seraffyn."

Formerly the Nor'Sea 22, the Falmouth 22 is being manufactured by Sam L. Morse, the builder of the famous Bristol Channel Cutter. Stop by our new office and have a good look at Lyles' ideal boat, or any other of our fine cruising boats.



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CHANGES IN LATITUDES

Are you stuck working for a big corporation and think your chances of ever slipping away for a south Pacific cruise don't amount to a hill of beans? If so, you'll be interested to hear about a couple we met in late April, Betty Ann Moore and Larry Rodamer. Together they are taking off for a year's cruise to Mexico, the Marquesas, Tahiti, and Hawaii — and they both are employed by that most corporate of corporations, I.B.M. How in the world can they do it?

Betty and Larry report that I.B.M. has a "once in a lifetime opportunity" program that allows employees to take up to one year off their job to live out a dream that would enrich their lives. It was to such a program that they applied, and were accepted. As a result, they have guaranteed jobs when they come back in a year, and while they are gone will receive full company benefits except for salary. That's a good deal, no? Perhaps you should speak to your corporation about 'keeping up with the I.B.M.s.'

In the course of discussing the preparations for their trip, Larry and Betty had another interesting corporation story to share, this one dealing with good old Safeway. The two of them had prepared a lengthy list of food they'd need for the trip, and decided to price various markets. At their local Scotts' Valley store the total would have come to \$1200; at a 'discount' market, it would have been 5% less; but then a manager at a Safeway store told them he'd give them "10% for starters". And so it was that Safeway opened its doors at 7 in the morning to let Larry and Betty fill up 12 shopping baskets of food.

The part that interested us was how the discount was figured. According to Betty, the store manager didn't deduct 10% from the bill, he simply pulled two or three overloaded baskets through and said, "these are free." You folks preparing to take off this summer might start humming, "since we're neighbors, let's be friends."

Larry and Betty are typical of many boat buyers these days. They are fairly young, had about \$40,000 to spend on a 32 to 35 foot boat, and while they don't have much sailing experience, want to take a long distance ocean cruise. Out of curiosity we asked them which boats they looked at and considered buying. It turned out to be a wide spectrum, including boats like an Aries 32, an Ericson 35, an Alberg 35, a Columbia 36, a Vanguard, a Columbia 29, and a Ranger 33. In fact, it was the Ranger 33 they first came close to buying. Larry liked the boat's functional nature, but Betty eventually nixed the idea. She figured that if she was going to give up a comfortable home to go sailing, she's at least going to go in a boat that has some of the comforts or hominess of home. Boat manufacturers take note.

After considerable searching, they decided the first boat they had looked at — which they hadn't bought for the simple reason that it was the first boat they looked at — was right for them. Unfortunately, by that time the boat, a Luders 33, had already been sold. With the help of a local broker they located another Luder's 33, this one made by Allied, in San Diego.

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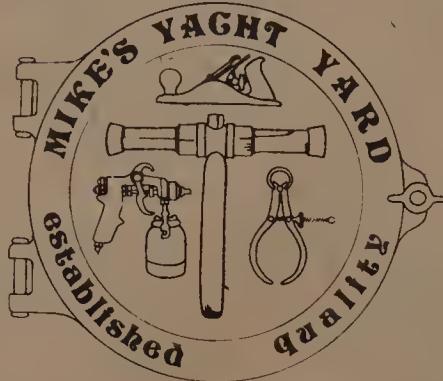
55' Custom Ketch	\$197,500
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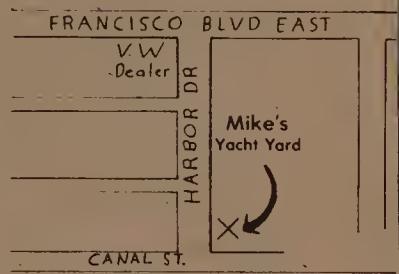


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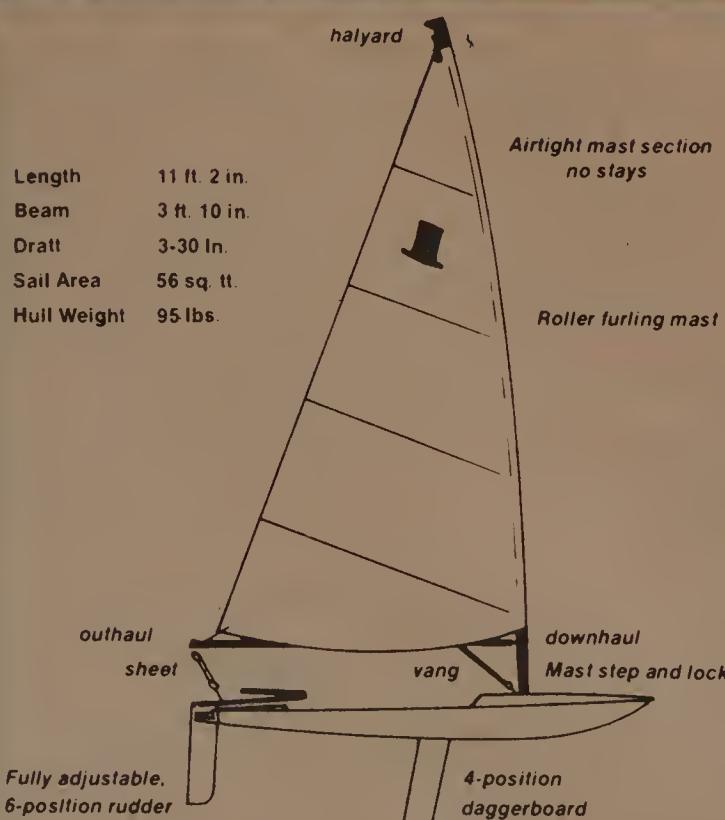
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This deceptively simple design by Ian Proctor has the sophistication of full positive floatation, a self-bailing cockpit large enough for two adults, and the ability to be brought up from a capsize by a child. TOPPER is as safe and as simple to operate as modern design and technology can produce.

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CHANGES IN LATITUDES

Flying south, they looked at the boat and discovered it was named *Dove*, and indeed turned out to be the boat that Robin Lee Graham had used to complete his celebrated circumnavigation.

Not particularly knowledgeable about boats, there were



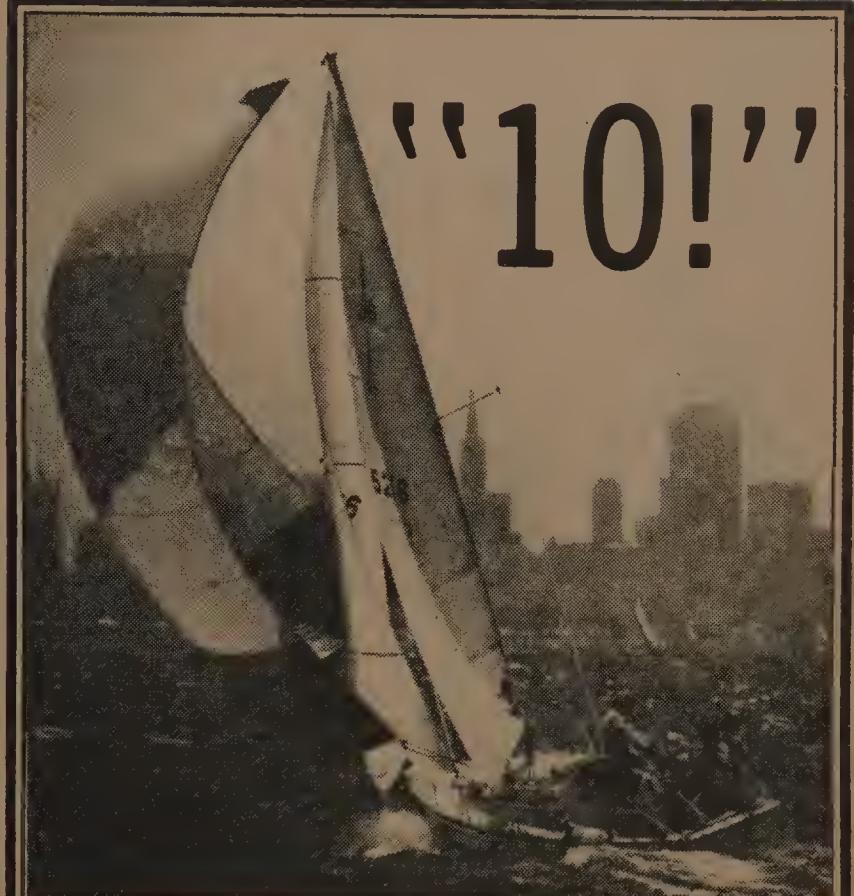
This double exposure of Larry and Betty is not making an editorial statement as much as it is indicating the camera Skip Allan and Amy Boyer carried across the Pacific and Atlantic Ocean no longer works.

two things that convinced Larry and Betty that this was the boat for them. The first was that it had already proven that it was up to ocean sailing — in fact, besides Graham's voyage a second owner had taken it to New Zealand and run it on a reef before bringing it back to the States. The second motivating consideration was that it was well equipped with cruising gear; two sextants, a Walker log, a depth sounder, knotmeter, windlass, windvane, 300 feet of chain and numerous sails, just to mention a few items.

Betty's only hesitation was that *Dove*'s owners all seemed to eventually catch 'religion'. After completing his voyage Robin Graham got religion and went to Montana. The individual who sold them the boat hadn't used it in two years and would use the proceeds to study for the ministry. Betty noticed that in recent weeks even Larry had begun musing about the 'oneness of the universe', and she was now checking herself for symptoms of religion.

One thing that Larry and Betty discovered with *Dove*, was that a seldom used boat is not always a better deal than a frequently used one. In the case of *Dove*, some good gear had simply been shoved up in the forepeak and gotten wrecked, or was never used and slipped into a state of disrepair. Probably the biggest example of this was the Westerbeke diesel which was to give them grief from San Diego all the way to the Seabreeze Marina in Oakland. After four times of trying to make it around Point Conception in the late fall, Larry finally sold out his share of the boat to Betty for \$1.98.

While Larry had owned and sailed a Venture 24 for 10 years on lakes, this was really the first time he and Betty had been sailing on the ocean. If anything, the last leg of the trip



The Perfect Blend

Beyond ordinary sailing are "10" moments, times when all the best qualities of sailing adventure seem to fuse into a perfect blend.

Beyond ordinary boats, Excalibur 26s are "10"s as well, fusing a perfect blend of speed, beauty, and balance under sail.

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ISIS, -5264. Wayfarer built in '68 with dinette and full cabinet galley arrangement. Very well cared for, including new through-hulls and '79 rebuilt Evinrude 6.5 sails and spin. gear. ASSUME 12% loan with berth. \$12,500. **Elliott (415) 546-8200/835-4010. Peter 848-7100/526-0115.**

1978 — Excellent condition, Suzuki O/B, VHF, cockpit cushions, shorepower, automatic battery charger, head, galley, 4 winches, 2 bildgepumps, bow roller, compass, mast polyurethaned, 2 anchors, boat hook, life jackets, full wood panelling below, other misc. gear. \$15,000. **(415) 592-4161**

CHASED, 1969 model, blue hull; \$2,000 paid 11/78 for 4 Eclipse sails, including outstanding green/blue spinnaker. Asking \$10,000 with haul-out and bottom paint. Partners motivated, financing possible. **Dick Anderton 937-3300 or 658-5501.**

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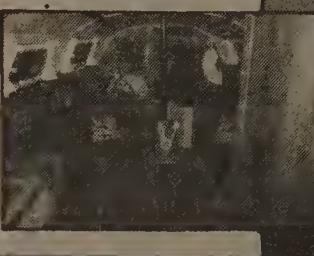
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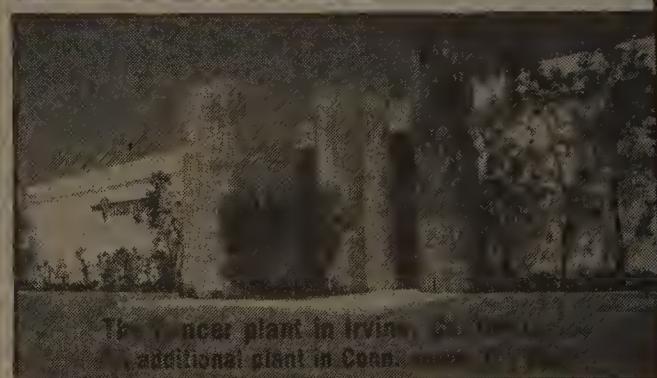


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CHANGES IN LATITUDES

from Moss Landing to Oakland was the worst. It was a three day weekend and they had invited a couple of other I.B.M. employees along for the final glorious miles. As they passed Santa Cruz the winds were light, and as so frequently happened, the engine died. As Larry went to work on it, the winds came up and they began to sail. By evening the breeze died, the fog came in, and the engine was still dead. Drifting helplessly, they anchored when they began to hear breakers, knowing only that they were somewhere between Santa Cruz and San Francisco.

It would prove to be a long weekend as the engine never did start and there was no wind to sail. Fatherly I.B.M. gets concerned when one employee doesn't show up to work, and downright worried when four of them don't show up. They had the Coast Guard out searching, but the breeze finally filled in and Dove made Oakland.

Larry and Betty had developed a taste for adventure, and only two months later decided they were going for their planned one year cruise. The weekend of May 5th was chosen as departure date, and they were going to go "even if we have to bail with one hand and cast off the dock lines with the other hand."

In the course of our discussion with them, we began to suspect they might not be completely ready for this trip, and hinted repeatedly to that effect. But both Larry and Betty have "no qualms, we think the boat is proven and we have confidence in ourselves."

We met Larry and Betty because they wanted to write articles about their cruise, and we are eagerly awaiting the first one. We want to see how they make out with what we feel are four areas that might cause them problems. We want to share these things with you, our readers, not to slam Larry and Betty, but just so you potential cruisers can see how things turned out.

The four problems we see are:

1. Not enough time sailing on the ocean. It's best to get acquainted with the ocean before you go sailing, not while you go. A lot of cruises end early because folks haven't made peace with the ocean until they have no choice.

2. No VHF radio. Larry and Betty decided "it wasn't worth the money." For people just starting cruising, we feel a VHF is a bargain. As you arrive in many ports you can call ahead and find the best spots to anchor, where to get water and fuel, etc. It may sound candy-coated, but when you're exhausted, hungry, dirty, it's great to get a little local knowledge.

Betty allowed that she didn't want a radio or updated charts because she wanted it "like it was 10 years ago, wanted adventure." She related that she used to rock climb in Colorado and later went back to one of her favorite climbs to find that the government had run a cable up the rock and now "grandmothers were climbing it." Noting that in French Polynesia some of the 'red, right, returning' buoys are now put on the left side of the channel, Betty said she wanted the adventure of coming upon one of those red buoys and not

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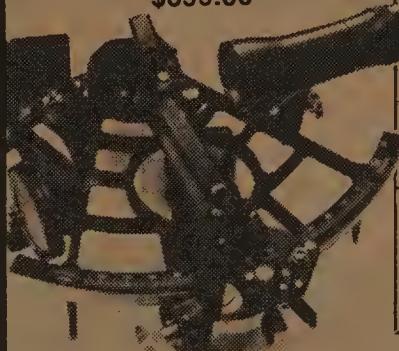
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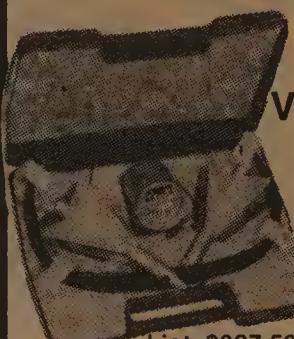
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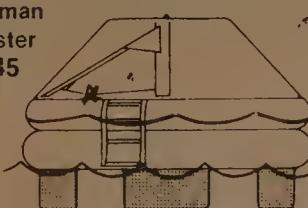
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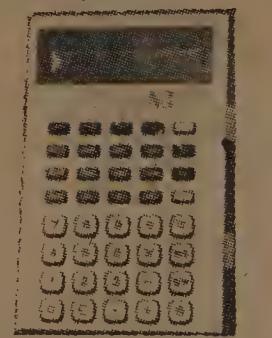
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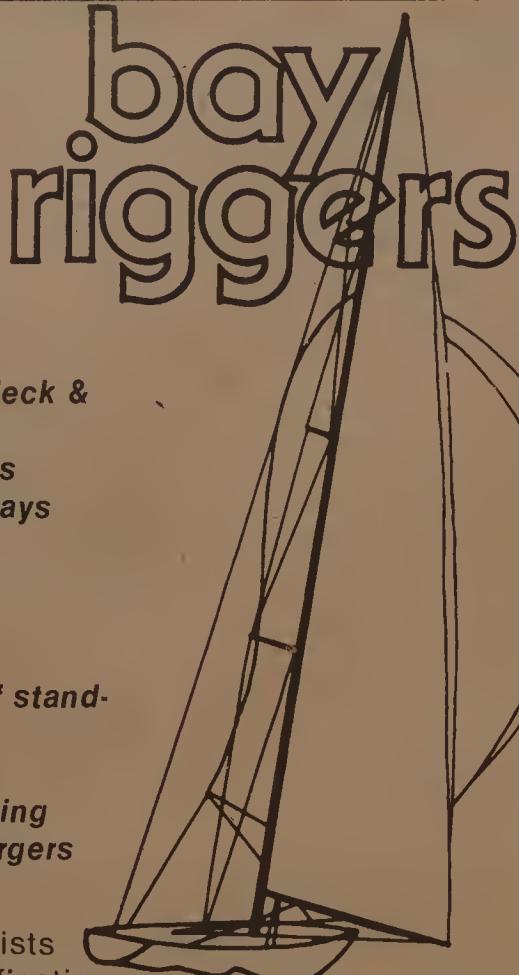
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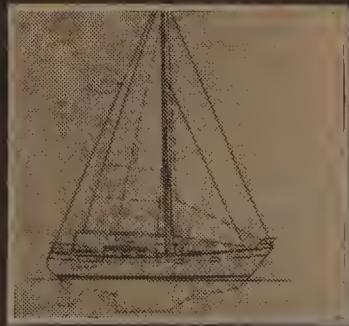
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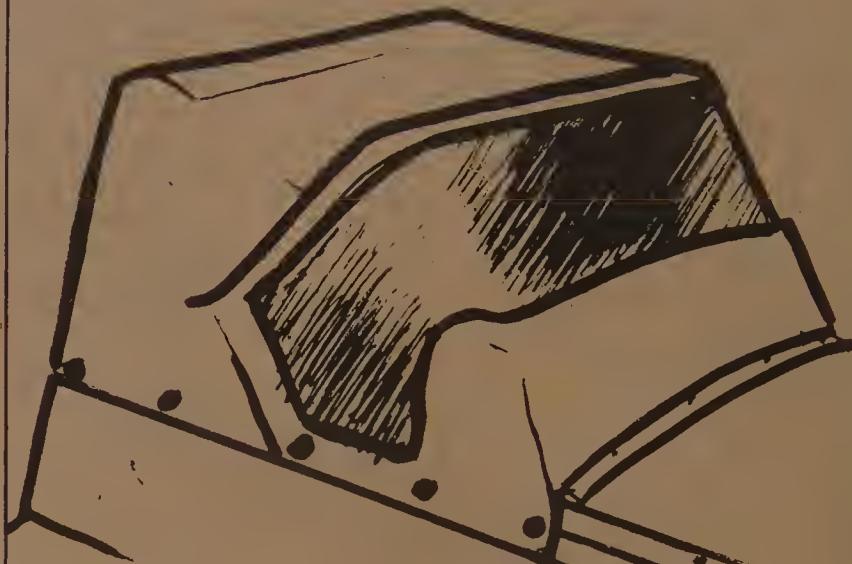
34' Chris, 1951 ★

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CHANGES IN LATITUDES

knowing which side of the channel it marked.

We think cruisers find sufficient adventure without having to look for it, or exposing themselves to it.

3. Uncertainty about the availability of stove fuel. *Dove* is equipped with a CNG stove. We asked how long their supply would last, and Larry and Betty didn't know. They figured they had two bottles and that one would last until Tahiti where they could surely get more. We'll be flabbergasted if: 1.) They get to Tahiti having only used one tank, and 2.) If CNG is available in Tahiti.

4. Problems with the windvane. When we spoke to them, Larry and Betty hadn't quite got the windvane figured out so it would steer in most conditions. We feel that if you're two people, you'd better get an alternative method of steering down pat or be willing to face endless hours of fatigue, which in turn can generate all kinds of new problems.

Maybe we're gutless wonders, but we feel people — particularly those with little ocean experience — ought to very carefully prepare for such a trip. Peter Sutter who has been sailing all his life says it took him six months to get his brand new boat ready to cruise — how can novices do it in four?

Our feeling is that there's never been a teacher like experience, and we're eagerly awaiting to hear what Betty and Larry learn from it.



Keep your cruising away from civil strife. Last November we spent three wonderful weeks cruising Baja and mainland Mexico with Max and Vera Zenobi on *Maverick*, their Bounty II yawl. Early this year the two of them continued on, south of Mexico and unfortunately into some unpleasant situations.

In El Salvador an old man in a fishing boat kept following them, saying he was an official and wanted to inspect their boat, but they kept going. When they finally made port the old man reported them to the Harbormaster and accused them of running guns. Max and the Harbormaster contacted one another and they agreed to meet the next day at a buoy to take a minute to settle the matter.

That evening a bit of a blow came up and it became unsafe to remain tied to the buoy. *Maverick* pulled away, and as she did a squad of drunken armed soldiers gave chase in a open boat. Apparently the weather was so bad the boat swamped and four of the soldiers drowned. Max and Vera felt it best they leave the area.

Later in Nicaragua they had another bad experience. The local officials felt they were being helpful when they stationed a machine gun toting guard on *Maverick* when they learned Max and Vera would be absent for a period of time. Unfortunately the guard neglected to have his safety on, and one night rolled in his sleep, setting off the machine gun. Max returned to find *Maverick*'s deck riddled with bullet holes, and one sail looking like Swiss cheese.

As we said, stay away from civil strife and machine guns.

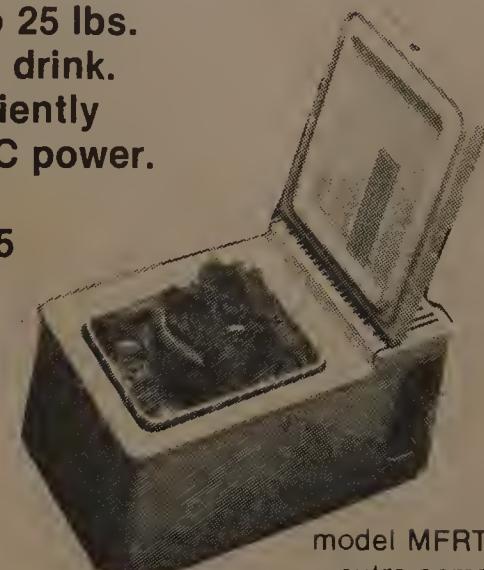
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CHANDLERY

SIGHTINGS

a real singlehanded transpac

In some circles they scoff at the title Singlehanded TransPac for the race that leaves San Francisco for Kauai. These folks point out that it's only halfway across the Pacific and is therefore really only a Trans-halfPac.

And indeed, there have been two 'real' TransPacs — from San Francisco to Japan — and we've just received announcement of the third, to be held June 7, 1981, from San Francisco to Kobe Port Island. The race will be sponsored by the Kobe Port Island Exposition Association and is organized by the Nippon Ocean Racing Club, with the cooperation of both the San Francisco Yacht Club and the Slocum Society.

Race regulations require that entrants have self-righting singlehulled vessels that "are thoroughly seaworthy" and which have a valid IOR Mark IIIA rating of not more than 28.0 feet and an "L" value of more than 23.622 feet.

Individuals entering must have previously completed a singlehanded passage or more than 800 nautical miles non-stop and should be prepared to present proof of that passage.

Sponsorship of the yachts shall be allowed as long as commercial trademarks are not used on sails, hull, or uniform worn by the contestants during the race.

If you've always wanted to visit Japan, this may be the chance you've been waiting for. Contact the Nippon Ocean Racing Club, c/o Mrs. Hiroko Sugiyama, 884 45th Avenue, San Francisco, CA 94121, or telephone (415) 221-6173.

s.f. to catalina race

Are you and your family looking for an exciting ocean race, but can't afford the time and money required for a TransPac? We think the Metropolitan Yacht Club of Oakland has the perfect answer for you in the form of the Second Annual San Francisco to Catalina Race on July 11th.

Think about it folks, if your boat rates under 180 PHRF or over 27 by IOR standards, you can join in the fun. It's likely to be a long, brisk spinnaker run to Point Conception, and then some light air, warm weather sailing the last 100 miles to Catalina.

The race starts on Tuesday, July 8th, so figure to be at Catalina on Saturday, the 11th or Sunday the 12th at the latest. And what the heck, why not take another week off work and have friends and family join you for a week in the Channel Islands? You can use Mike Pyzel's guide (see elsewhere in this issue) to plan a perfect week. When that's all over, put into Santa Barbara and for about \$200 bucks you can have a professional captain return the boat to the bay area for you.

Sound great? Then get on the horn to Jack Morris, the event chairman, at the Metropolitan YC, (415) 832-6757. There will be a full round of social activities both in the bay area and at Catalina, and all the proceeds of the event will be donated to the Children's Medical Center of Northern California. Folks, this is the ideal way to get your feet wet in distance ocean racing, and a great chance to have some ocean racing fun with buddies and family. So hop to it and get your fingers dialing — that number was (415) 832-6757.



three cheers for

We'd like to say some nice things about the Vallejo Yacht Club. In the last three years we've done the season-opening two-day Vallejo Race twice, and have probably enjoyed those two races more than any others. Certainly the course is fun and easy to sail, but it's mostly the folks at the Vallejo Yacht Club who make it so terrific.

When you come in the harbor they greet you, frequently by name, and help you tie up. After you're off the boat, they've got portable heads and extra telephones set up. When the drinking, dancing, and mayhem begin, they encourage you to enjoy yourself. And very late at night if you're wobbling out the front door looking for a liquor store, some nice elderly lady will drive you there and then escort you back to inside

hey kids, want

The United States Yacht Racing Union (USYRU) holds three championships for juniors each year; they are the Smythe, the Bemis, and Sears Cup, sailed in Lasers, Flying Juniors, and Santana 20's respectively. The age groups for all three youth championships are 13 to 18 years of age.

To win these championships you must go through a three round process, starting with the Area G quarter finals

like flys swarmin' to a dead snake on a hot country road

Well golly, I don't much like writin, much less to magazines, even the best around, but I think I got to. I been hearin and seein for months now about this 720 rule on the bay racin scene. Some people say "just great", and others say "oh foot." Seems to me from my perch it's been around for a while — I seen it in college racing circles where it seems real fine cause they're pretty aggressive people sailin a tuff to dent bumper boat that belongs to someone else and they're all pretty much sea lawyers who have Mr. Elvstrom's Blue Bible memorized outside and in, and are generally real good sailor types, usually. If they foul someone, it's usually not involvin damage but only tactics out of control on a close course where a 720 puts a guy back a few places or more where he deserves. The two big things to remember here are that these are bumper boats, designed and built to take the real ruff use by hundreds of different people for many years, so crashes don't cost much. And also, these racers know that to win, they got to know those rules.

So what happens when the 720 is turned loose on the poor unsuspecting bay sailors? First, how does this bay person compare to this college racing type? It seems lots of folks are just out there to have fun and get away from those big city job hassles of the week and not to have to dive to the low side to save that beer or keep that number from catching a wave. It also looks like a lot of people in all the one-design fleets are novices. I mean beginner types, who haven't sailed much and surely haven't raced real much. A lot of the old hands are out there not knowin the Blue Bible real well generally. Most guys spend a lot of their precious time and money keepin their boats and truly like them and feel real terrible when something happens to the tub. It also seems maybe from what's been seen/heard this young season that a lot of people think the 720 is great cause they can race even if they don't know the rules real well, which seem pretty crazy sometimes and read worse than my life insurance policy and are hard to get to sink in even with Mr. Elvstrom's little colored plastic boats to move around. "So if I blow it I can always do a 720" I have heard said amongst my fellow sailboat racers. What matters with this is that there seems to be bunches of crashes happenin all over the race course and in pretty much all the fleets. In those hard core popular fleets like Ranger 23 and Jay 2 - 4, I've seen some real bone-jarrers, crashes like a rainy Monday morning on the Nimitz. Even the big boat types have their share. Seems more are takin sailboat racin real serious these days, too. Must be the Ayatullah or somethin. Sugar Ray, a guy I've sailed with for a long time, says "It's cause no one can drive a hundred and ten as easy no more and take out their aggressions drivin so they're doin it with their boats." Who knows.

In the Jay 2 - 4 spring championship it kind of seemed that a lot of boats were gettin rammed and a lot were droppin out cause of fear for their lives. I heard some great stories about this series. One was about a real good sailor who got barged bad at the start of a race and then hit twice more by different boats in the same race! Another good one, I heard maybe third hand but still good, was a boat that had

con't. on next sightings page

super people

the club where you can't get into too much trouble. The people at the Vallejo Yacht Club make it clear they want you to have fun.

For sailors it's a special opportunity to do some distance racing in the bay, to meet old friends, and make new acquaintances. There's a pleasant group spirit that develops, and as John so aptly puts it, "lots of ships go bump in the night."

John also has an aphorism that sums up the sailor's attitude for the weekend. "We're not here for a long time, we're here for a good time." That may sound selfish, but the great folks at the Vallejo YC wouldn't have it any other way. We salute all of you folks up there! Thank you.

to be a usyra champ?

which run at the Metro Oakland YC June 16th through the 21st. If you win or are the runner up there, you advance to the semi-finals at San Diego, July 17-19, and then the finals in Cleveland — that's right, Cleveland, August 17-22.

For more information consult your yacht club's race chairman or Kirk Brooks at the Metropolitan Oakland Yacht Club. And good luck..

BIG LARRY



SIGHTINGS

dead snakes — hot roads con't

legal mark roundin room and called for it from intrepid skipper who said the guy had it and should just shut up. Intrepid skipper did not give victim enough room and nailed him real good at the round to which the victim said "You Can't Do That!" to which old intrepid responded with 'oh, yeah?' and swung his boat into victim again, this time causing victim to drop out cause of damaged boat and nerves. Have you tried getting a boat fixed lately? Not easy, cheap, convienent or within six weeks or the rest of the season, which ever comes last.

Also racin to the Point of the Coyote a couple weeks ago, saw some real high class crashin. Why even the big guys like the Tuna 35 and Islander 36 were foulin each other and then taken out even more boats while spinnin 720's. Why I been told that one guy port tacked a guy while doing his 720 hit three more boats and a pier. Mark roundins looked like flies swarmin to a dead snake on a hot country road. The smart guys, that's the ones that got nailed more often than either they or their insurance company could tolerate, were tackin to avoid port tackers, bargers, sailin below proper coursers, no sea room givers and all other forms of low life. Comin up the Cityfront was enough to make Ted Turner give up sailboat racin. I saw boats round Blossom with a quarter mile to spare just to save their boats, crews, nerves and lives (concern not necessarily in that order).

All this old salt has left to say is — what is goin on with this sport and pleasurable past time of sailboat racin which used to be a hell of a lot of fun! How come people are heard saying "why, no little S.O.B. in a plastic boat is goin to get in my way and live"? Why is it people push so far that they risk lives and property and feel good about not learnin the rules and just doin a 720 if they almost kill someone?

I pray to Neptune to make us think again before someone gets killed or boat insurance companies tell us all to forget it and take up golf or too many of us just plain decide it's not worth the ulcer and hang up our Topsiders.

Hope to see ya in one piece.

Tell Tail

can't go a year without it

You know the TransPac YC TransPac is held on odd numbered years, and the Ballena Bay YC TransPac and Singlehanded TransPac on even numbered years. So then why is the MORA Long Distance Race held every year? Because it's so much fun!

If you've got a boat under 30-feet, you might consider being an entry in this "Longest Midget Ocean Race in the World." The start is 10:00 off Baker's Beach on July 4th, with the finish at the San Diego YC in San Diego. Approximately 15 boats are expected to race.

Entry fees for the race are \$50 for MORA members and \$65 for non-members of MORA. The race is hosted by the San Francisco YC and the San Diego YC. For more information call Alex Malacorrt to at 256-3196.

And be sure to check this issue's article on cruising the Channel Islands — it's what you want to do on the way back up the coast.



fill in the

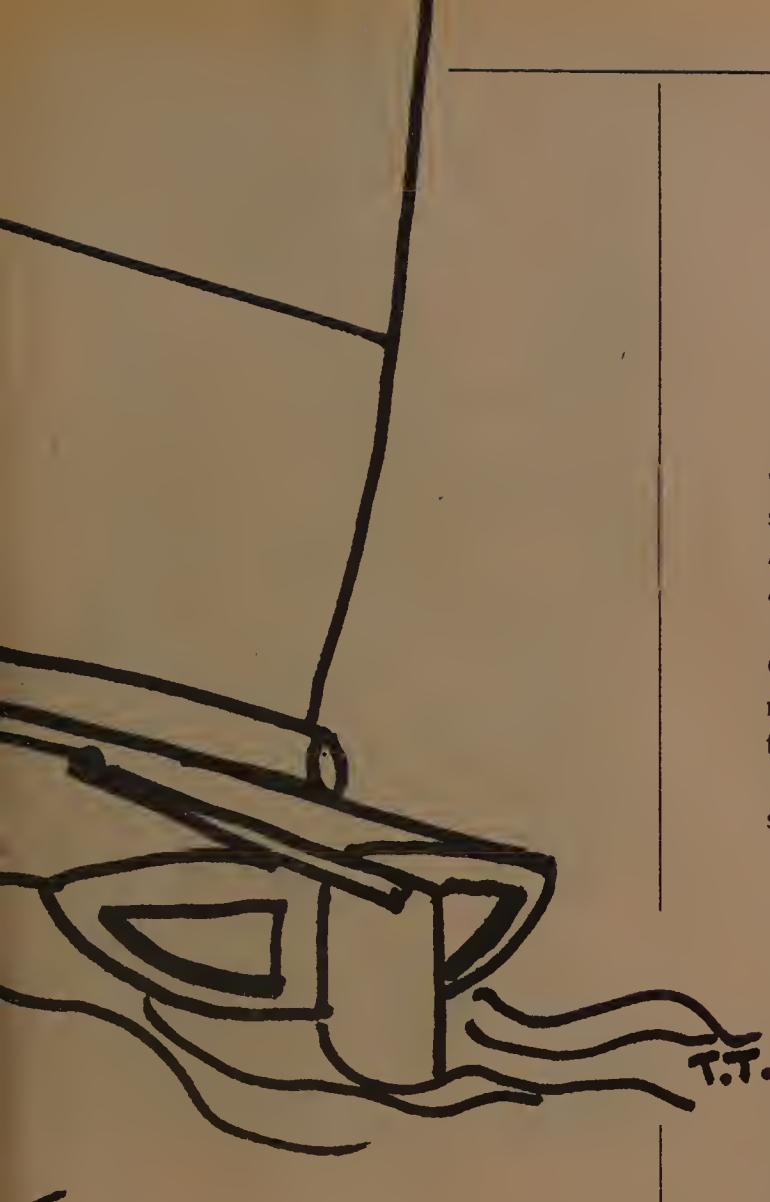
Here's a cartoon that was sent to us in response, we suppose, to the "I'd rather be sailing" cartoon we published last month. We've deleted the last word that appeared in the above cartoon, censored it, as it were.

We received about six letters of objection to that last cartoon — some mild, a few incensed. A number of people asked us where we had acquired it, or if we had it commissioned. Actually it was sent to us by a reader who had cut it out of the *Pacific Sun*, a well-respected

gambler's

On June 14th and 15th, the Sierra Yacht Club will be holding the 5th Annual Gambler's Invitational Regatta at Kings Beach on the North Shore of Lake Tahoe. There will be one design if more than 5 of one class shows up, and open classes for other boats.

Lodging and camping facilities are available and there will be a Saturday Nite Social featuring a barbecue at Club



missing word

weekly newspaper in Marin County. We figured if they can run it — having nothing whatsoever to do with sailing — how can anyone object if we run it? But people did.

Why did we run it? We thought it was a cleverly conceived little bit of irony. The drawing seemed so clean, so ungraphic, we figured it would give everyone a quick smile and that would be it. We figured wrong, and we'll think twice before messing around with irony in the future issues.

invitation

Innisfree which has a jacuzzi, showers, and sauna. The Sierra YC will provide free beer and condiments, you need only bring what you want to BBQ.

For more information call John Marshall at (702) 322-3548 or (702) 788-3377. The regatta tab is \$15 and wetsuits are recommended because the lake is full of ice water.

ericsons & santanas

"My boat is faster than your boat." Isn't that what everyone says when they encounter another sailor with approximately the same size boat? After arguing about it, the Ericson 23 and Santana 22 Associations have decided to do something about it — namely have a challenge match race.

The date has been set for June 28 at 2:00, and the location is the Oakland Estuary Park, near the 5th Avenue marina. Two boats will represent each one-design fleet in separate match races. It's the best thing to happen to sailing since canned beer — or so says Rex Abbott (408) 374-4935 and Mary Stine (415) 948-5886, the folks you should contact for more information.

cocker spaniels & mental health

Let us tell you a little story about an experiment we heard about in a psychology class at the "Big U". These scientists took somebody's cocker spaniel and tried to teach him to 'decide' what was an oval and what was a circle. They did this by giving him two openings in a wall to go through — one opening was an oval and the other a circle. If he went through the oval, he got dinner. If he went through the circle, the poor pooch went hungry.

Once he learned to distinguish between the two, the scientists started getting fancy. As each day passed they made the oval more and more like a circle. In the beginning it was easy, but as they made the oval more and more like a circle, the dog began having trouble deciding which was which. Making the decision finally got so bad that the dog got to acting peculiar and finally went nuts.

We have the same problem. Well, not exactly, but a similar problem. As we put each issue together we are faced with the horrible decision of what stories must be left out because there simply isn't enough space for them all to fit. It's the deciding of which good stories must be left out that leaves us feeling like a cocker spaniel. We've cursed, thrown scissors, and pummeled our bookkeeper hoping she'd give us more editorial space, but with no success. She says, "You've got to leave some of those good stories out or you go broke, palsy."

So folks, you are the only ones we can turn to in the hopes that we won't go crazy. If we get more revenues, we can print more pages, and therefore won't go looney having to decide what has to be left out. The three easy ways to help us get revenues are: 1.) Tell our advertisers that you read their ad in *Latitude 38*, particularly when you're buying something. 2.) Take out an ad yourself. A classy classified business ad is only \$20, and a classy classified personal ad is only \$10. Or if you're selling your boat, you may even want to take out a display ad — often times it's cheaper than just a couple of lines in the *Chronicle*. 3.) The third way you can help is by subscribing.

So, that's the lowdown on our mental health. It's a pretty touchy subject, do you think we handled it o.k.?

SIGHTINGS

just folks after all

This year, for the first time, San Francisco bay entrants in the Nordic Folkboat Gold Cup Regatta will cross the starting line ballasted with solid experience in international competition.

Three of the four crews entered in the regatta at Kiel, Germany, have sailed in two or more events against the talented Danes, Swedes and Germans who will make up a bulk of the entries in the 60-boat racing fleet. One of the bay skippers, Mickey Waldear of Alameda, has competed in five international championship regattas — and last year took fifth place in the San Francisco Cup Regatta for Folkboat, sailed here.

The other local entrants are Otto Schreier, Mill Valley; Ralf Morgan, Oakland; Jerry Landkammerer, Berkeley; and Richard Kjelland, Alameda. Crew members include Pat Brydone-Jack, Alameda; Judy Walsh, Berkeley; Bob Frey, Oakland; Greg Schreier, Mill Valley, and Soren Hansen, Alameda.

The annual Gold Cup event will be held in Kiel, June 22 to 29, as a featured part of famed Kieler Woche (Kiel Week), one of yachting's most prestigious regattas.

For the past two decades, crews from the bay's Folkboat fleet have traveled to northern Europe to compete for the Gold Cup, symbolic of the world championship. To date, none have placed well, due mainly to lack of experience on strange waters and against unknown top-flight crews.

This month, the crews entered hope to change that. Encouraged by the good American showing in the 1979 San Francisco Cup races — and some by their familiarity with Kiel and the European "hot shots", they expect to do better.

"One thing's for sure," says Mickey Waldear, "we won't be intimidated by the crews with big reputations. We found out last year that they're human just like us and can be beaten."

For additional information, call Gordon Waldear, 523-6851.

we have a winner

Last month DeWitt Sails sent us a picture for our photo quiz, with a reward of an hour's worth of sail repair for the first correct answer. The picture was 20 years old, and the individual is no longer active in sail making.

The 'best' answer we got was from Dr. Sam Ford, M.D. of Las Vegas, who guessed that it might be the astronaut Buzz Aldrin: While the subject of the photo is sometimes spacy, he's no astronaut. So, Dr. Sam Ford, even if you didn't have the right answer, if you ever get out this way we'll be happy to pay for your hour's sail repair out of our own pockets.

First correct answer — the photo is of Naval Architect Gary Mull — was sent in by Harriet Minkowitz of Harriet's Sail Repair in San Francisco. What you're going to do with a prize of an hour's worth of sail repair is beyond us.

Also sending in correct answers were Jayne Love of Brentwood, and Amy Boyer of Oakland. We suppose you have to say Gary doesn't look a day older than he did then, since TransAtlantic Amy wasn't even born when the picture was taken. Take heart, Gary.

Thank you one and all, and keep those photo quiz pictures coming in.



using your

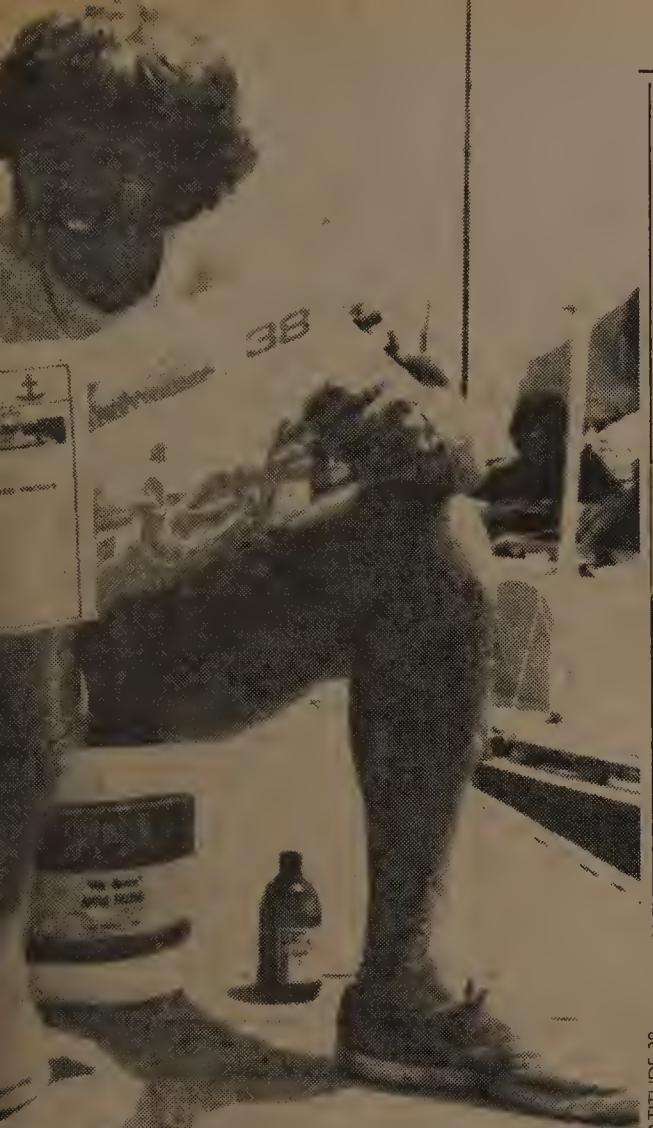
In the "Letters" section of this issue, John Davies of Salinas suggests that some of Lin and Larry Pardey's advice can be dismissed because they "spent eleven years shitting into a bucket." We responded by saying the Pardey's may indeed foster some unusual opinions, but that pooping into a bucket isn't one of them.

A few days later we happened across this educational photo we took of Dan Radcliffe and Terry Drew on the docks of the San Diego YC after last year's MORA Long Distance Race. They were demonstrating the ways 'business' was

attention mike sands

Last issue you wondered what radar detector Norton Smith used in the Mini-Transat. Norton tells us it was a Drome, which is made in France and distributed by a company he thinks is called Chron Marine, located in Michigan. He purchased his at Survival and Safety Designs, but it may also be available at other local marine dealers.

The unit costs about \$400 which Nor-



LATITUDE 38

head

conducted on *Yellowbelly* and *Prince Charming*, corrected-time and elapsed-time winners respectively. Readers will notice the plastic buckets they are perched upon.

Why the preference for plastic buckets instead of conventional heads? Sheer simplicity. Plastic buckets are cheaper, have no moving parts, don't require a thru-hull, won't corrode, and can be used to bail if the boat starts sinking. This is just another instance where something that might be seen as gross and disgusting to city folks is actually the best way to go while living out on the ocean.

of corona del mar

ton felt was rather high. He found his unit to be useless along the California coast since it had no sensitivity control and was being set off by any number of things. It could not be used, for example, within 75 miles of San Francisco.

Later models of the same unit came equipped with a sensitivity control, which may have solved the problem.

hey, give us an even break

During the last several month's we've been mentioning the problems various racing boat owners have had in getting their boats completed on schedule. Frequently the boatowner sees the boatbuilder as the culprit.

To get another perspective on this problem, we talked to a respected local builder who was not involved in any of the delays mentioned, and here is who he suggests as being worthy of blame from time to time.

1. The owner. Usually the owner doesn't care how well the boat will be built, or how much it will cost. He wants to know one thing: 'How soon can you finish it?' This condition is aggravated with racing boats because both the owner and designer prefer to hold off starting as long as possible so as to include all the last minute innovations so the boat won't be antique when it hits the starting line.

2. The designer is frequently guilty of throwing the completion schedule off right at the beginning, because he simple doesn't give the drawings to the builder on time. What's worse is when the designer starts submitting updated drawings that call for changes in work that has already been completed.

3. A third source of delays is the problems with getting materials and parts. A backstay advertised each month in the sailing magazines may take 6 months to get. That makes it tough on a builder who has a total of 5 months to complete the boat.

The real shame of this is that the boatbuilder who is realistic in his time schedule, his price, and builds to superior standards is often passed over for a builder who claims he can do it, but frequently can't.

That's how it looks from the perspective of the boatbuilder. We'll now await complaints and finger pointing from the designers and the suppliers.



Looks like a foreign country, what with everyone driving on the 'wrong' side of the road. Actually it's Santa Cruz - well that is a bit of a foreign country — and they're taking the new Farr 38, *Timber Wolf* from the C&B Marine yard to the Santa Cruz Yacht Harbor for launching. They are driving on the wrong side of the road because the telephone wires are lower on that side.

Bruce Farr happened to be present for the launching, and we'll feature an interview with him in the next, notably noble, issue of *Latitude 38*.

SIGHTINGS

presumed lost at sea

From accounts in the newspapers most sailors are aware that Grover Nibouar is presumed lost at sea. The 30 year-old casino floor manager from Stateline was last seen departing Richmond in his Moore 24, *Outrage*, on his way to complete his 300-mile qualifying sail for this month's Singlehanded TransPac.

When Nibouar did not return by May 8th his friends notified that Coast Guard that he was overdue and a search was begun. Grover's planned course would have taken him past Drake's Bay, and it was there several days later that the freighter, *Mohawk*, sighted *Outrage*. The Moore's mast was still up, and her sails set but tattered. The freighter repeatedly hailed *Outrage* but got no response. Winds in excess of 30 knots combined with 10 foot seas prevented any attempt to board the boat. Despite getting an exact fix on the boat's location, the Coast Guard was unable to locate the boat in the next several days.

On the weekend of May 17th the unmanned *Outrage* washed ashore near Pescadero on the San Mateo County coast. Her previously intact mast was now broken in 3 places, but otherwise she was in remarkably good shape.

Coast Guard investigators found one stanchion on the port quarter bent outward at a 70 degree angle and what they thought might have been decomposed fragments of flesh and bone. However tests by the county coroner proved this not to be the case, that the remains were that of a sea lion. Friends theorized that it was likely the stanchion impaled a sea lion as the boat was being washed ashore.

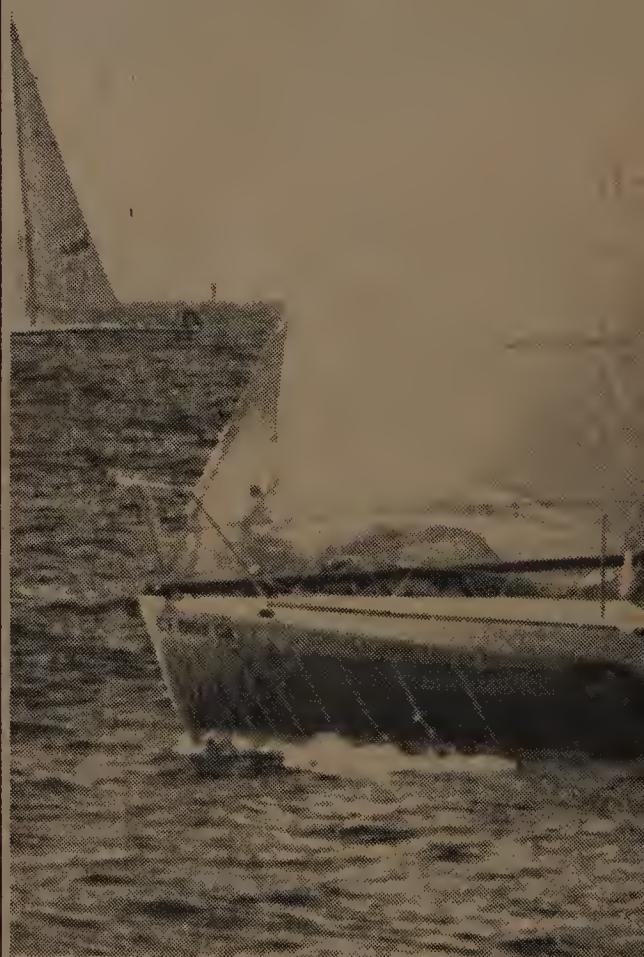
Grover Nibouar had been sailing since 1972, and had owned all of or part of a number of boats including a Cornado 23, an Ericson 35, a Victory 21, an Endeavor 26, a Santana 20, and the Moore 24. He did most of his sailing on Lake Tahoe, but consistently raced Mid-Winters in the bay and in southern California. He did have some cruising experience sailing the Ericson 35 to Ensenada and back. Friends who had hiked and skied with him said he was tenacious; fellow Moore 24 sailors said he was a thorough seaman.

When *Outrage* washed ashore she was in surprisingly good shape, and everything appeared to be in order. The Coast Guard noted that the VHF was 'on', the EPIRB was 'off', and that all the safety gear including a safety harness was still intact below.

Grover's brother says the safety harness found on the boat was an older 'cheapo' one, and that Grover had bought a newer and stronger one. He figures Grover had been wearing that, but after checking clip on points for strain, presumed he wasn't hooked on at the time he apparently went over. Grover had said that he wore his safety harness during most of the Singlehanded Farallones Race, but frequently was not clipped on to anything.

The obvious conclusion is that he either fell or was knocked overboard. Going overboard is clearly the biggest danger faced by any singlehander. Don Keenan, who did the last Singlehanded TransPac is signed up for this one, had the boom of his Olson 30 knock him overboard only days before Nibouar was lost. Keenan however was fortunately able to grab a spinnaker sheet and pull himself back aboard. He now intends to wear a harness at all times.

With so many singlehanders heading for Kauai in just a few days,



harnessed but

We took the above photograph of Grover Nibouar during this year's Singlehanded Farallones Race, just before he rounded the islands. As you can see, he is wearing a safety harness, but from our own observations later in

presumed lost at sea con't

we called up Norton Smith to find out his experiences and opinions regarding safety harnesses and the chances of going overboard. Having won the last TransPac in a Santa Cruz 27 and the Mini-TransAt in the 21-ft *American Express*, Norton speaks with the wisdom of experience few possess.

"Oh yeah", he replied to the question if he ever came close to falling overboard. He figures he came very close to going over at least once during each of the three long singlehanded legs he has sailed. In addition there were numerous times where he momentarily lost his balance and had to lunge for something to grab onto to stay aboard. Nevertheless Norton only wore the harness consistently during the first days of the TransPac. From then on he only wore it when weather conditions turned sour.

Norton says a safety harness is annoying to wear, it slows you down, and frequently threatens to trip you and send your head smashing against a winch. Nonetheless he feels it's obviously safer when you wear one. The big problems he experienced are that you get lulled into a false sense of having a stable platform — only to be suddenly tossed by a freak wave. The second big danger time is while running back and forth between the tiller and foredeck while the boat is rounding down.

Is a bigger boat safer than a smaller one? After his experience with a 27-ft and 21-ft ultralight, Norton hasn't found that to be the case. "I acutally felt safer on the smaller *American Express* because it was so bouncy that I was always holding on with at least one hand." He feels the problem with bigger boats is they make you think you have a more stable platform than you really do.

We at *Latitude 38* aren't about to tell you when and if you ought to wear a safety harness — that's up to you. But make no mistake about the consequences if you go overboard without one.

Grover Nibouar was the Secretary of the Moore 24 fleet, and a half model of that boat is being made to present to the season's champ in Grover's memory. Friends say that Grover enjoyed the active outdoor life, and having lost other friends, was aware of the possible consequences. His friends take heart from the fact that he died doing what he liked best.

backwards bullships

Knowing a good thing when they see it, the Sausalito Cruising Club is inviting one and all to participate in their version of the venerable Bullship Race, the first annual "Backwards Bullship Race". Like always, El Toros will be used for the Trans-bay crossing, but they will sail from the San Francisco cityfront to Sausalito rather than the other way around.

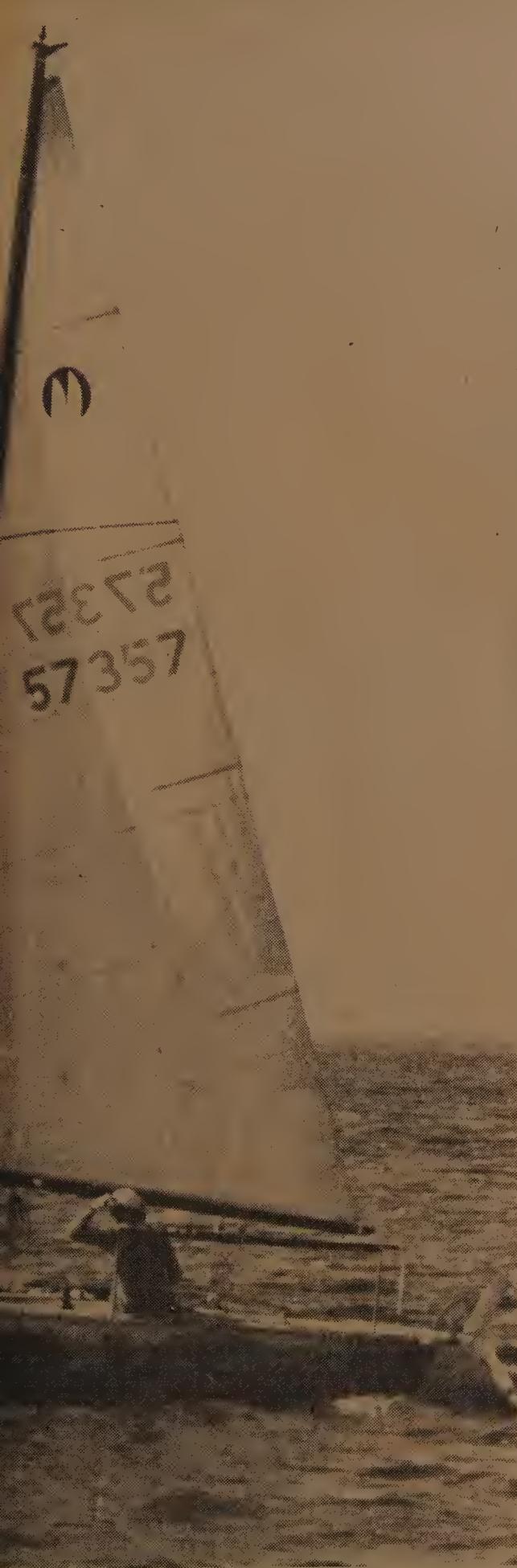
After the race there will be a big BBQ, probably a bit of drinking, and much socializing. The entry fee of \$15 includes the BBQ, the drinks, and the people to socialize with. Call Ron Romaine at 453-3969 for details.

The race date is Sunday, July 27th, and the start is at 0900. The same safety requirements will be in effect as for the original Bullship Race.

not clipped in

the race and from what he told friends, he frequently did not have the harness clipped to the boat. Most people, however, on this calmest of calm days, didn't even bother to put a harness on.

LATITUDE 38



OUT OF MY MIND



Did you know that 'Captain Andy' and his wife, Krystyna, sailed to freedom in the West? It's true.

We dropped anchor just in front of the Hawaii Yacht Club where I was remembered from last year and although the owners of *Morning Light* aren't members of any yacht club, it was no problem to have free space for the 5 days we planned to stay in Honolulu.

Hawaii had again opened her friendly, welcoming arms. Alooooha, alooooha my old friends: Jorje, David, Bill, and many more were there again.

According to the severe regulations set by owners of *Morning Light* the crew spent time working on the schooner, fixing and replacing parts, eating and sleeping aboard. But I was free, invited to friend's homes, Yacht Club, Hanau-ma Bay, Tahitian Lanai, ice cream parlors, and many other places. I did not count the days of happiness, remembering only that I ordered our departure for Saturday, August 12.

I dreamed about sailing the 60' *Morning Light* singlehanded to Samoa, hoping that the young crew, tired from work, would abandon the ship, giving me a one-of-a-kind chance. But they were all aboard when, just before darkness, our ship passed Ala Wai harbors' pair of buoys. The second leg, with a destination of Pago-Pago — 2,300 miles or more — began.

The following morning found us far from the island which had already disappeared beyond the horizon. The routine started: sewing sails, reading books, keeping all in very best order. Sailing 200° true, *Morning Light* made good progress covering 150 miles day after day and coming closer and closer to the white glare of equatorial heat. Here, probably at latitude 15°N, I got

PART II

my first experience about my crews' religion.

"We will make it," I said one day. "We shall reach Pago-Pago sooner than I expected."

"If God wants it. Only if He allows us," replied one of the crew.

"God is the ruler of sea and everything that happens is with His will," added another.

"What about the *Titanic*?" I asked aggressively. "Did God want 1,500 people to die in such a tragic way?"

"You don't know this!" exploded same person. "You don't know why it happened? I will tell you why! Just because of mens' stupidity and pride! The designers called the *Titanic* unsinkable and this was the reason for the disaster. Just to show people that they are weak . . ."

Hair raised on my head . . . All terrible stories served by sailors from various countries in the Hawaiian Yacht Club

Landfall,
and the
end of a
4,500 mile
passage.



OUT ON THE OCEAN

came back to my mind:

"They are maniacs," said "Skinny" (the skinnest woman I saw in my life — next to her, Twiggy would look like a barrel). "They are maniacs and they will push you overboard if something goes wrong. They shall blame your atheism as the source of bad luck."

"They are out from mind, Andy" a German sailor with a prominent scar on his face explained. "I know what I am saying. Call what they are doing faith, vocation or whatever, but for me, they are crazy. Crazy nuts. Be sure, if something goes wrong, they will blame you. If everything goes well, they will thank God. Better quit and stay with us."

"Yes, all is in the hands of God," I said to my crew after long silence. I was alone and all my armory was a Swiss army knife with a 1"-long blade. And the future missionaries had rifles, harpoons, hunters knives, etc . . .



- Cat's in the coconuts at Pago-Pago.

"This is our way," continued one crewman. "We tried all kinds of things in our lives, all kinds of fun and finally we found that Jesus is the only right way. We follow him and we are his lambs. Little lambs ready to die." He started to cry.

"Andy," I said to myself. "It is too late. Now you can do anything but not what you were taught in the service: 'fight and die with dignity'."

The crew kept asking: "Do you believe in God?" "Do you believe in the Bible?" "Are you expecting the end of the World and the coming of the Messiah?"

Questions were flying over my burned-from-the-tropical-sun head, like bullets.

But through it all I remembered what my best friend David told me in Honolulu; "They will like you, they will give you the best treatment. But also they will want to give you their faith. So long as you don't reject it, all will be ok. But when they realize that you don't share their beliefs, they will hate you and all

bad things will happen to your schooner . . ."

"Do you believe in satanic power?"

"Do you believe in such things as evolution, you know, the crazy idea that men are from monkeys?"

Once again hair raised on my head. "Andy", I said to myself, "remember what you were taught in the Army . . . 'die with dignity' . . ."

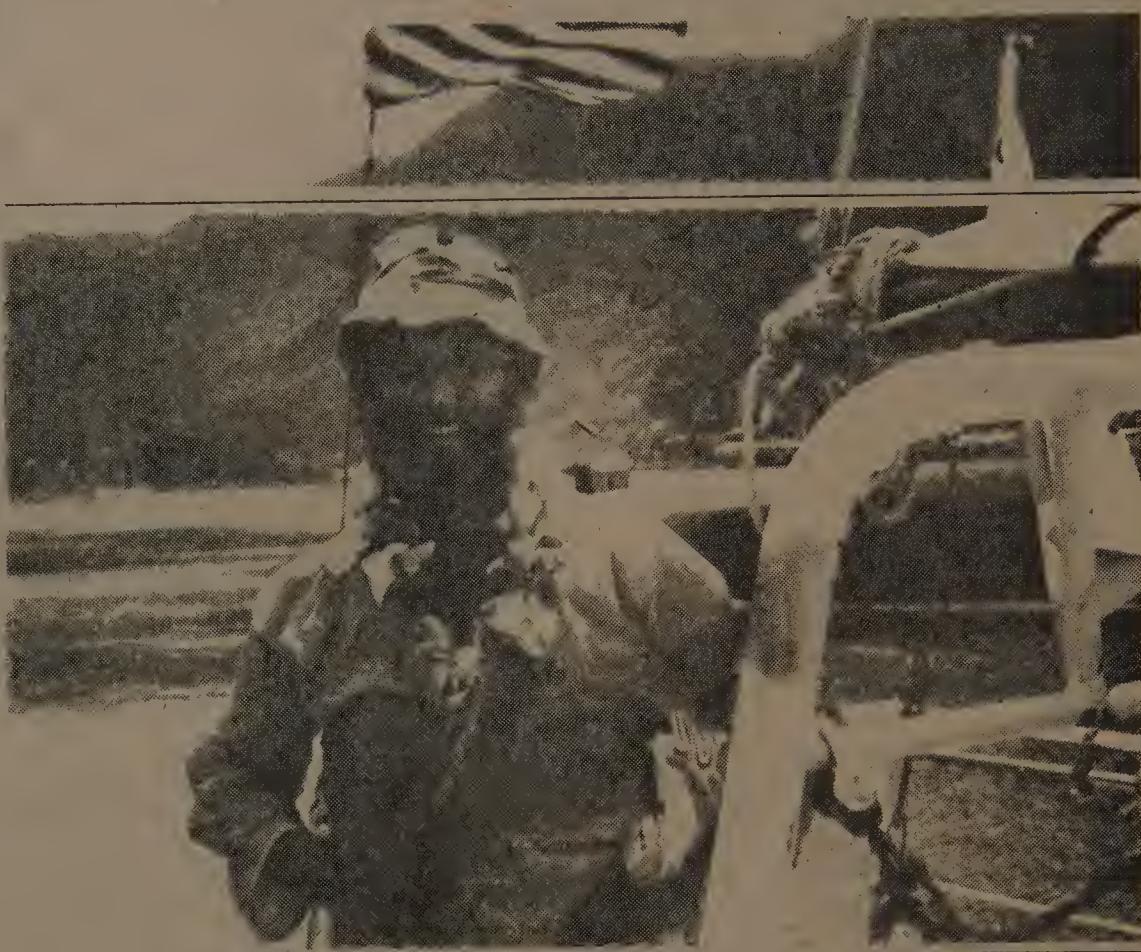
"No friends," I answered with determination. "I don't believe in God because I don't know what God means. I do not know if the Bible is right or wrong and I do not care about it. I don't believe in heaven or hell. I was in Buddhist temples, in European churches, in Moslem mosque. There are thousands of religions and hundreds of men who named themselves sons of God. I don't know and I am not interested. And if you are asking what my opinion is, listen to this: There are only two possibilities — all of these religions are right or all are false. And this is all that I would like to say about it."

Day after day the sun went higher



OUT OF MY MIND

"Yes, all is in the hands of God," I said to my crew after long silence. I was alone and all my armory was a Swiss army knife with a 1-inch blade, and the future missionaries had rifles, harpoons, hunter's knives . . .



"A breed of tiger and shark . . ."

and higher. On August 22nd our sextant reading was $89^{\circ}57'$ and with this, *Morning Light* passed under the sun leaving it to the north, behind in our wake. The heat was enormous but some kind of shadow lay on the rough antiskid deck of the schooner. Only necessary conversation. No friendly jokes. I was doing my job, they were doing theirs. Once again the ship was surrounded by sharks, dolphins, and flying fish, and birds were gliding over her tall masts.

But the permanent battle for my soul continued. Lying sleepless in my berth and dreaming about Krystyna's nude body that I wanted so desperately, I could hear the echos of the crews' battle. Quiet prayers asking God to change and save the soul of their Captain.

Several days later, after two days without wind in rainy and cloudy sky, *Morning Star* passed equator at 162°W . We blew the horn and rang bells. I congratulated the crew and made each of them a printed certificate on Plotting Sheets marked with our course. They thanked me, put the certificates in their Bibles and once again silence covered the ship.

No calms, no storms. Just smooth,

perfect runs with substantial progress day after day. Soon, I was sure, the distance between Honolulu and Pago-Pago would be covered as I predicted in 19 days, giving total of 35 days. Exactly as I had promised. And I was proud of it. However, we still were in the open, dangerous ocean, and as my crew said not only our ship, our voyage, but also my life was in the hands of God . . .

Once we received exciting music through the RDF, it was the Samoan broadcasting. And the following day we passed the Danger Islands leaving them to port. Then the first airplane in over two weeks. Then the first ship. I thought about my crew. I was sure they would ask me before we arrived in Pago-Pago if God had changed my heart. And if not, they will attack and kill me as they see in me evidence of the devil. I was not afraid. I was ready.

On dark nights I disarmed all of their rifles and prepared my own defence: a machete and a flare pistol with an enormous amount of amo were ready. No, I wasn't going to be a lamb. I was a breed of tiger and shark . . . But I was wrong. To my surprise, they did nothing but pray to the end of our voyage.

Not long after Tutuila looked at us

OUT ON THE OCEAN

over the blue ocean sending a welcoming call: "Talofa!" The local radio informed about weather and conditions of the harbor entrance, which turned out one of most safe entrances in the whole South Pacific. Quietly, like a ghost (obviously a good ghost) *Morning Light* slipped into Pago-Pago, dropping her anchors just under the ropes of the famous cable car and close to the well-known "Rainmaker Hotel".

Never in 25 years of sailing have I had better protection for my ship or a more fantastic view for my eyes. Tutuila was a love from first sight and I am sure that Pago-Pago will be one of my harbors in *Nord IV*'s round-the-world voyage.

Waiting for the plane (only two a week) to take me to San Francisco, I spent the time backpacking, shopping and resting in a native hotel. August 30th, I boarded the plane headed to



A welcome back in Montara.

Hawaii. My thoughts were already in Honolulu, and farther, in California, Montara and with Krystyna.

"It is for you, Andrew," said one of the young believers, while escorting me to the airport. It was a Bible with a dedication . . . Two days later I was again with Krystyna, we were sitting in our living room overlooking the ocean.

"Samoa, oh Samoa" sang the record player . . . My voyage was over and I was ready to start work the next day.

And no, I did not become a Christian. Although the well-polished replica of Noah's Ark is standing between models of an outrigger, a Chinese junk, and Heyerdahl's *Kon Tiki* (a gift from the famous explorer), I was not interested in any religion, Bible or "Way of Jesus" followed by my young crew.

"This doesn't appeal to me. Not at all," I thought as I sipped Cizano and looked into eyes as dark a blue as the South Pacific, the eyes of my wife who was petting our cat, Mouse, who in turn purred like a bulldozer in my lap. I hesitated a moment and asked Krystyna: "Tell me, Krystyna," do you believe in God?" And before she answered, I realized that I had never asked her this . . .

— andrew urbanczyk

LANDFALL 39' CUTTER MORE BOAT FOR LESS!

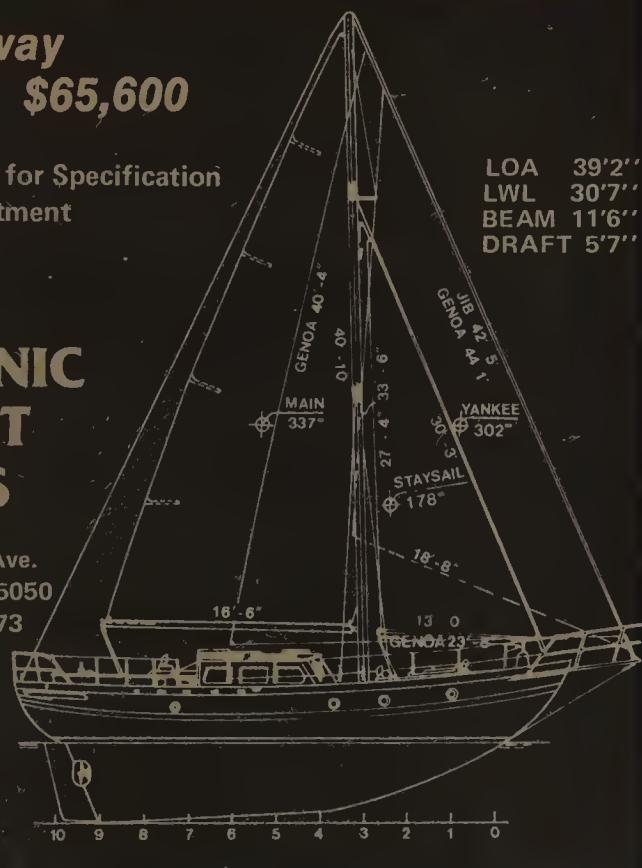
Sailaway

\$65,600

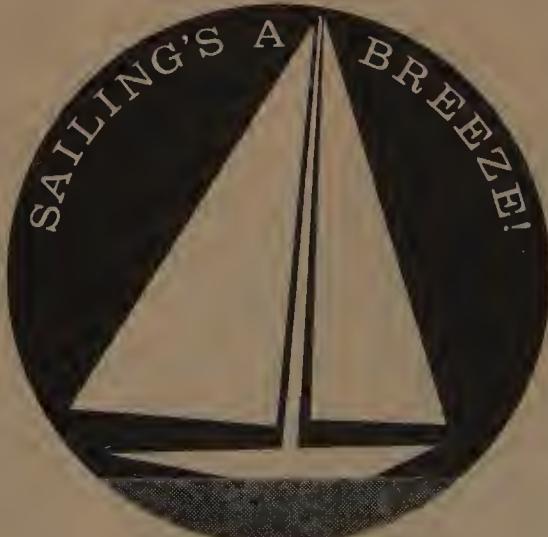
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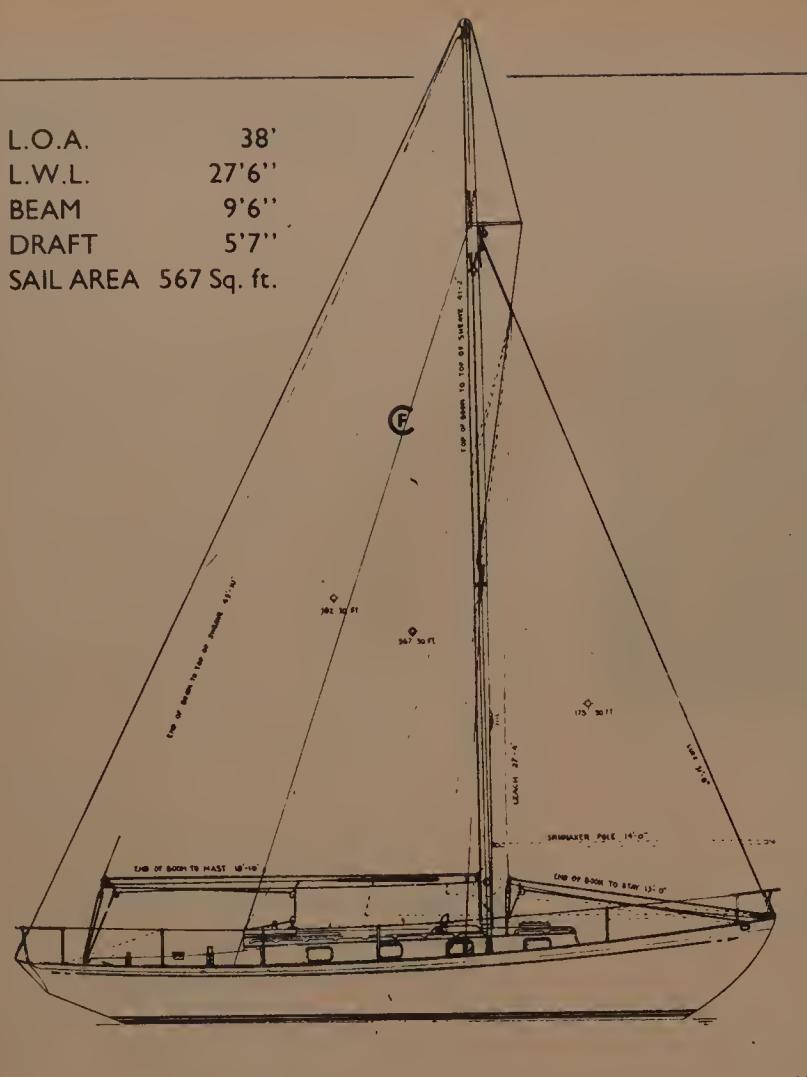
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'Farallone Clipper'

The Farallone Clipper was conceived around 1937 at Stephens Brothers in Stockton in response to a group of five sailors, lead by Dr. Jessie Carr, who wanted a larger one design racer-cruiser incorporating the virtues of speed, stiffness and versatility.

The price tag at that time for the full keel, 7/8 rig 38 footer, complete with sails, was \$4,750, according to Theo Stephens who built six of them before the war, including one for himself. Then after the war, #7 was built and construction of Farallone Clippers continued until 1962 for a total of 19. The last hull was #20, however, because #13 was skipped for reasons of superstition.

The Farallone Clippers had their prime in the 50's and 60's. Hull #2, *Mistress*, won the Honolulu-Tahiti race in 1953, and in 1954, Theo Stephens' *Debit* successfully defended the San Francisco Perpetual Challenge Trophy for the Corinthian Yacht Club against the noted Spaulding design, *Bouyant Girl*. *Debit* went on to place second in her class and fourth overall in the 1955 Honolulu Race, and in the 1959 race to Honolulu, *Debit* finished first in class, with another Farallone Clipper, *Echo*, placing second. In 1968 Bill Trask's *Hoyden II* defended the Perpetual Challenge Trophy against a San Diego boat, *Windstar*, skippered by Jerry Driscoll.

On the bay, the Farallone Clippers raced at the top of class B under the old CCA rule, and in 1968, became the largest boats racing as a One Design Class. George Freyermuth was a partner in hull #11, *Mistress II*, and an active racer. "It was great racing, I must say. Until the glass boats were firmly



DIANE BEESTON

established, there was no doubt that they were the most competitive boats on the bay. That can be argued, I realize that, but certainly Bill Trask was YRA overall champion for years there with *Hoyden*."

Trask, having been champion of the Bear class for six



years, and the Hurricane class for five years, acquired *Hoyden* in 1958 and captured 12 championships on the Farallone Clipper before dropping out of racing in 1970 to pursue Masters Swimming competition. "I had probably the best crew on the bay," Trask said. "Very talented fellows . . .

page 57

Allan Clark, Jim DeWitt, Stan Kintz, James Jesse, Mike Kelly . . . and the competition was great. Aldo Alessio was the hot shot when I came into the group and Theo was right in there banging with him. And we used to have real knock-down-drag-outs with Hank Easom who sailed *Echo* for Dr. Harman.

FARALLONE

"Around 1965," Trask continued, "Lou Riggs wanted to go in the Mazatlan Race and Theo Stephens suggested that maybe the boat might perform better if they made it a masthead rig. So they converted *Circe* and we watched to see how she performed." A year later, there were four Farallones on the bay with masthead rigs; *Circe*, *Debit*, *Hoyden II* and *Mistress*.

Today, the only Farallone Clipper still actively racing on the bay is *Ouessant*, hull #14, owned by Gene Buck. With a PHRF rating of 150, she is pitted in YRA against such diverse competition as Ranger 33's and 5.5 meters, and remains competitive as long as there is enough wind to budge her 19,000 pounds. She placed first in her division in the gusty Point Knox race in May, carrying a 150% genoa and a full main while some of her competitors had double reefs. "The

boat hasn't scared me yet!" Gene boasted.

Ouessant still races with the 7/8 double spreader rig and the original spruce mast and boom, though some of the wire has been replaced and a dip pole spinnaker system added. Gene has also put on a new tiller, one foot longer, "because I'm getting older and weaker," and has rewinched the whole boat, acquiring bronze Barient 28's off Hank Easom's *Yucca*. "Hank said these were nice little winches that had only been driven around the bay by an old school teacher on Sundays."

"We're working very hard at keeping the boat in character," Gene continued. "We don't buy things out of aluminum or plastic. We make things out of bronze and mahogany and teak and ligna vita. I made all the blocks from an old Merriman pattern. We made wooden cleats the way they were originally. I don't want to make a character boat out

GLEN HARMAN'S

Just after we had read Sue Rowley's article on Farallone Clippers, we happened to spot one in the Santa Cruz harbor, it's varnished hull shimmering in the afternoon sun. We had to have a look.

You can tell a lot about how a person feels about his boat by the condition it's in and the care it gets. From 30 feet away we knew the owners loved this Farallone Clipper. Her original planking was beautifully varnished, her plated cowls, hatch cover grate, club-footed traveller, and backstay levers reflected the sun brilliantly. Down below she smelled sweet without a trace of mildew.

Owners Glen and Lillian Harman were aboard and were kind enough to chat with us. *Echo* is their boat, and

The forward hatch and the club-jib traveller sparkle in the Santa Cruz sun.



they had her commissioned in 1956 and completed in 1957. To our way of thinking owning the same boat for 23 years speaks well of boat and owner alike,

A while back Hank Jotz said the big change he's noticed in the last 20 years of sailing, in the transition from wood to fiberglass boats is that owners rarely do the maintenance on their boats as they used to. Instead they hire people to do what is now considered 'dirty work', but what only years ago was one of the pleasures of ownership. We were hardly surprised then when Glen Harman told us that it was he who had prepared and put 8 coats of varnish on the hull. "We do it all ourselves," he chuckled softly, "look, I don't have any skin left on my

hands."

Lest anyone think *Echo* is an idle showpiece, the Harman's "keep her hopping all summer". They find Santa Cruz an ideal location because of the strong windline found about a mile offshore. When they entertain sailors they can take them out into the brisk breeze and "show them what the boat can do"; with less adventurous guests they can dip into the breeze for a quick taste of wind, and then return to the warmer, more sheltered waters near shore.

Besides taking friends sailing, they've found *Echo* to be a pleasure to fish from. Rod holders have been installed at the bottom of the forward stanchions, and just last year Lillian hooked a 32-pound salmon, the biggest they've

of her by putting on mast hoops and cotton sails, but we do try to keep the boat appropriate to her design and her style."

Restoration of the boats is a favorite topic among her current owners. Carl Limbach recently acquired hull #17, *Cedalion*, and as he explained, "a survey disclosed that she was rotten." They stripped the interior and found that an earlier owner had decided to strengthen the hull by encasing all of the oak ribs with bronze plate. "There was $\frac{1}{4}$ inch bronze plate fore and aft of every rib, welded together with long bronze stringers. Speculation is that the bronze was destructive because it kept the ribs from drying out. And apparently there was an electrical short at some time so that electrical potential was applied to the bronze while wet and that just burned out the ribs. All the rot in the boat was limited

to the ribs in contact with the bronze. We tore out all the bronze, and replaced all the ribs. With the removal of all that bronze, the boat rides six inches higher in the water!"

Space prohibits listing the current whereabouts of each of the Farallone Clippers but there are approximately five at the Golden Gate Yacht Club, four at Corinthian, and another four or five at the St. Francis. The others are scattered, though mostly in the bay area, and many of the names have been changed over the years. John Simon, owner of hull #20, *Wendy Ann*, would like to hear from Farallone owners with the idea of possibly organizing a race, or just shooting the breeze about a great boat. Leave a message for him at the Corinthian Yacht Club, (415) 435-4771.

— sue rowley

ECHO

ever landed. Once aboard the boat, the fish is knocked over the head and placed in a plastic bag to keep the boat clean.

Echo is now rigged with a club-footed jib, but certainly wasn't that way when she raced with a crew of six on San

Francisco bay and out in the ocean. Glen remembers, "We did all the races, the Farallones, the entire bay series, the race up to Bodega, the Buckner, the Windjammer, and the Boreas." Back then the Windjammer ended with boats anchored by the Santa Cruz Wharf,

since there was no harbor, and the Boreas race started the next morning when everyone hoisted anchor. Glen remembers good moments and good people he sailed with, "Hank Easom used to sail with us on the bay, he's a tremendous sailor — and a tremendous

Glen Harman,
and "Echo",
his sailing
companion
of some
23 years.



LATITUDE 38

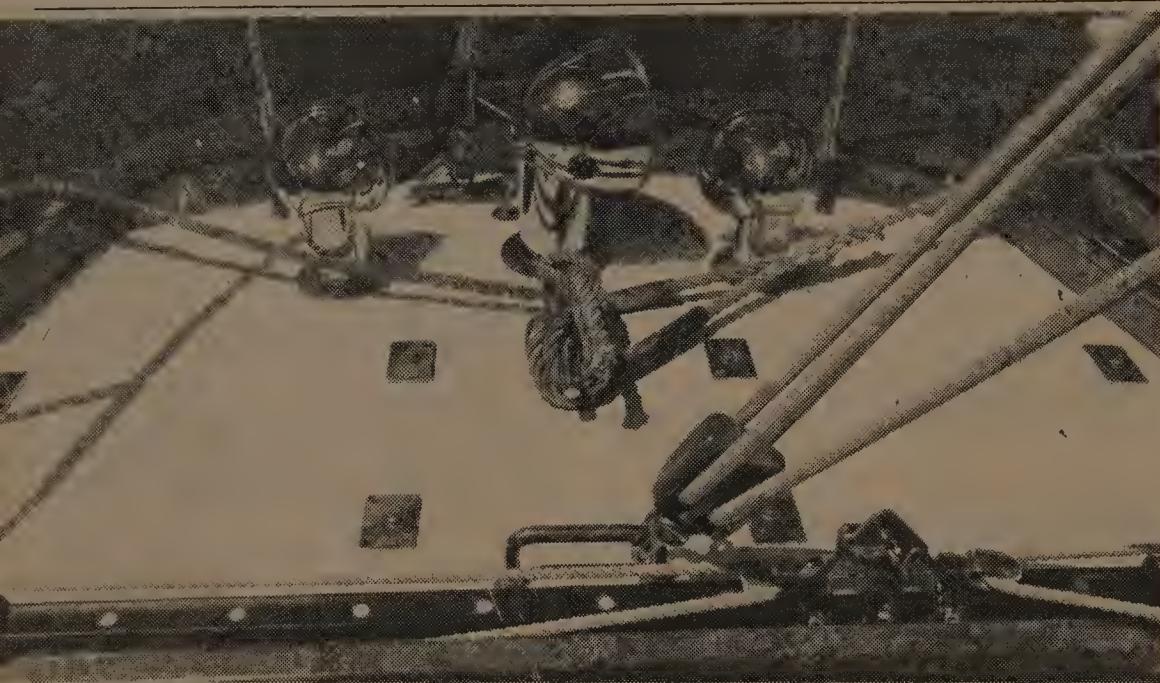
FARALLONE CLIPPER

gentleman, too."

Echo was taken on one long ocean

race, the 1959 TransPac. She got to Honolulu first in her class, but lost out

Echo's handsome transom.



on corrected time by half an hour to Debit — another Farallone Clipper.

Unlike some of the other Clippers, the Harman's retained the design's original 7/8's rig. Glen feels the rig allows the boat to point very high, and balance well, and that fiddling with any well engineered product does nothing but mess it up. Similarly Echo still has her running backstays, which are employed when the boats starts hitting 5 and 6 knots. The backstays are needed to keep the mast in the boat as much as they keep the jib taut and the boat pointing.

We asked if there was one special 'Farallone Clipper anecdote' that stuck out in Glen's mind after so many years of ownership? "No," he said, "she's just a very seaworthy and solidly built boat." What else could any owner ask for?

— latitude 38

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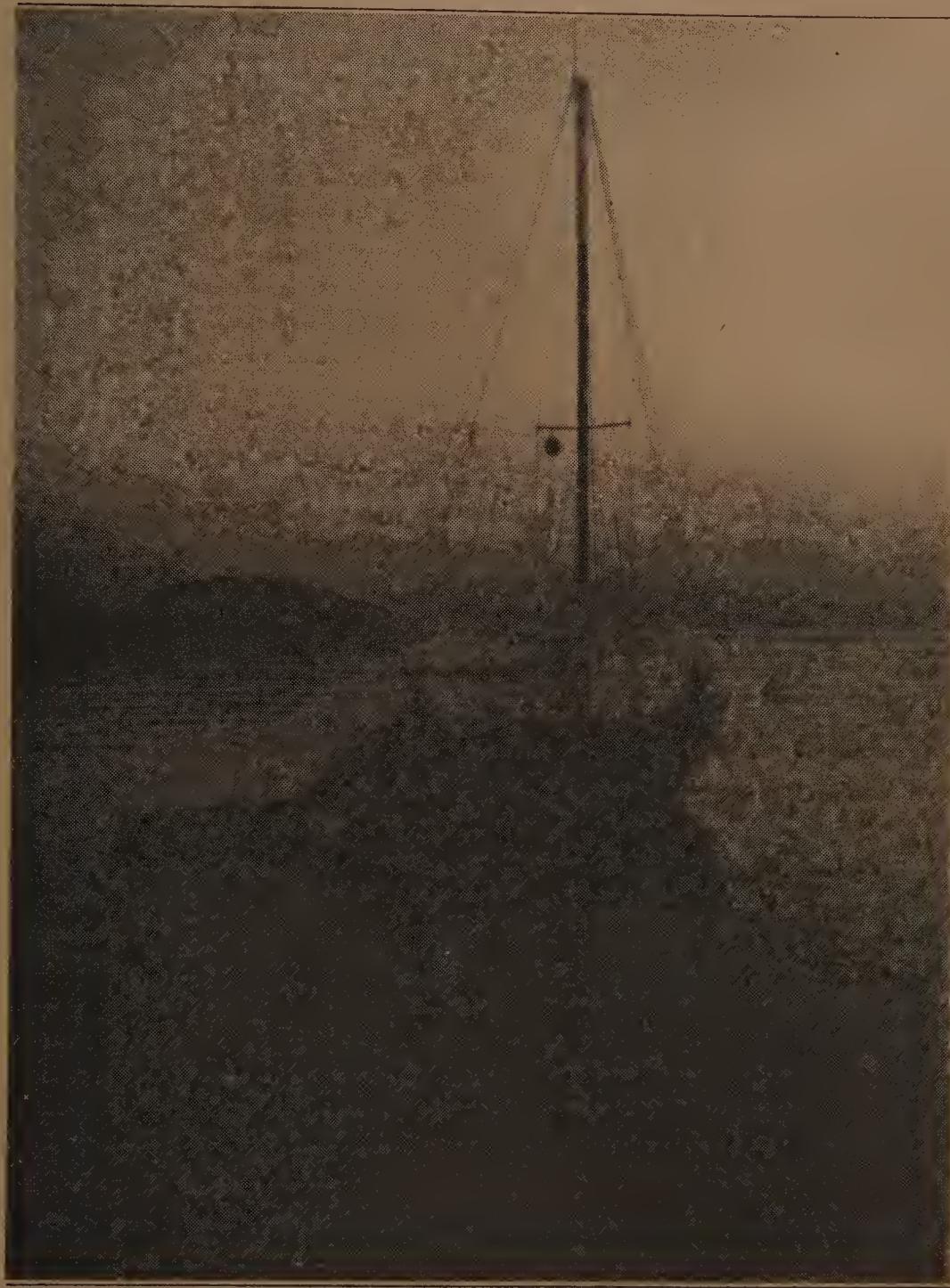
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CHANNEL ISLAND CRIB SHEET



Forney's Cove, Santa Cruz Island.

This crib sheet is Part One of a two part cruising guide to the Channel Islands, and describes the various islands and anchorages. Part Two, to be published next month, is a guide to the rather unusual weather conditions to be found in the Santa Barbara Channel and Channel Islands.

The anchorages mentioned below represent some of the finest at the four Channel Islands, so that if a few of them are incorporated into a passage through Santa Barbara Channel, you will have sampled the best parts of this portion of California's coastline. These anchorages are selected for being suitable in prevail-

ing northwest conditions.

ANACAPA ISLAND is a ridgeback of an island jutting to 930 feet high at the west, and averaging about 200 feet high along its plateau-like eastern portions. Anacapa Light and fog horn are

located on the eastern end, marking the east end of the Channel. The few anchorages are little more than slightly protected indentations in the island's vertical shores, yet offer a magnificent setting for an overnight stay in mild to moderate northwesterly weather. Waters are exceptionally clear and offer

CHANNEL ISLAND

some of the best diving in the islands.

Frenchies Cove on the island's north side gives good protection in mild weather only, but is a lee shore in NE conditions. Three anchorages on the south side are preferred — *Fish Camp*, and the two unnamed bights on either side of isolated *Cat Rock*. These are single hook anchorages, though bow

the gusty winds. A sand bottom and the prevailing wind make it a good single hook anchorage.

Little Scorpion — a spectacular Galapagos-like setting. A small offshore island is roosting place for thousands of sea birds, and provides protection for this tight anchorage. Bow and stern anchors are needed, as a gentle easterly breeze commonly appears before dawn. Often crowded on weekends, due to easy access from Ventura Harbor.

Pelican Bay — one of the most picturesque anchorages of the island offering ample room to accommodate a small fleet using bow and stern anchors. Pelican will be calm in all but the heaviest NW weather.

Twin Harbor — a good alternative if you find Pelican Bay occupied by powerboats equipped with all night generators. The harbor appears small when seen from the outside, but can accommodate half a dozen boats on bow and stern hooks. A canyon wind blows diagonally from SE to NW across the anchorage, pushing anchored boats toward the west side.

Fry's Harbor — Another ideal anchorage for a small fleet using bow and stern hooks. Don't worry about the canyon breeze which hits with 30 seconds of 30 knots and three minutes of flat calm. Locals anchor bow-to-beach to keep the canyon gusts out of the boat. Excellent protection from NW winds which race by the entrance to the harbor just a hundred yards from where you are anchored.

Diablo Anchorage — occasionally used to take the overflow from Fry's on crowded, calm weekends. Has a canyon breeze similar to Fry's but at Diablo, the wind tends to push the bow-and-stern anchored boat toward the west wall of the cove. Gets choppy in moderate weather because of its proximity to *Diablo Point*.

Lady's Harbor — a double attraction; a larger cove (50 yards across) can accommodate half a dozen boats at best, and her smaller sister just to the east (50

Little Lady's Harbor, Santa Cruz Island.

and stern anchors may help to keep the boat head to the swells that roll in from offshore.

SANTA CRUZ ISLAND is the queen of the Channel Islands and its mountainous shores feature many anchorages formed by canyons which drop into the sea.

Smuggler's Cove — a favored refuge from heavy NW weather, though the winds will whip through the anchorage with considerable velocity. Local fishermen use this, or anchor a mile or two to the southwest at *Yellowbanks* to avoid

MIKE PYZEL



Twin Harbors, Santa Cruz Island. Open to NE winds.

feet across) is a challenging spot. The canyon sides are so vertical that the sun appears at about 10AM and sets about 3. Room for two to four very brave sailors.

Cueva Valdez — (misspelled on some charts as *Valdaze*) — a sandy beach anchorage but open to the NW. Local rules say that if Valdez is calm at 5 in the afternoon, it will be OK to anchor there for the night, otherwise forget it because the late afternoon wind makes considerable chop in the anchorage. Valdez has a three-entrance cave that would delight the director of a pirate movie. The longboat can row into one entrance and haul out on the sand, and the crew can walk out of the other openings to the crescent beach on one side or to abalone-laden rocks on the other.

Just 3½ miles west of *Cueva Valdez* is *Painted Cave*, a sea-level cavern extending 550 feet into the island. Leave Cueva after breakfast to arrive at the entrance to the cavern while the morning is still calm. A dinghy trip into the cave is a guaranteed adrenalin rush for even the most macho of sailors, and the on-board naturalist will observe many gillamots, oystercatchers and other birds which are unique to the area.

Forney's Cove — a crescent shaped

CRIB SHEET

MIKE PYZEL



(Below right) Cueva Valdez Harbor, Santa Cruz Island. Open to NW weather.

cove tucked up under the long, flat peninsula of Frazier Point. The rest of Santa Cruz may have terrain with a vertical ac-

cent, but at Forney's terra firma goes flat and offers a beautiful contrast to the rest of the island.

SANTA ROSA ISLAND

offers only one excellent north shore anchorage.

Northwest Anchorage — located in the NW quarter of the five mile arc of Beecher's Bay. The island gives protection from the prevailing seas, but the wind will blow into the anchorage with considerable force, especially in late afternoon when the Windy Lane effect is at a maximum. Anchoring within 300 yards of the beach, it is an ideal single-hook anchorage for overnight use and is favored by fishermen.

SAN MIGUEL ISLAND — the westernmost island, is also the windiest and foggiest, as it extends beyond the protection of Point Conception and

feels the full effect of the offshore winds and weather. While the wind may have a time schedule at Santa Cruz and eastward in the Channel, at San Miguel — and to some extent, Santa Rosa — it often blows uninterrupted for all but the early daylight hours. Fog commonly develops in the late afternoon or evening, dissipating with the wind at dawn.

Cuyler's Harbor — is a one-mile wide bay on the island's north side which is an ideal but windy anchorage situated much like Northwest Anchorage on Santa Rosa. It is favored by fishermen as an overnight layover and harbor of refuge in northwest weather.

Harbors of Refuge in Santa Ana Winds

Nearly all of the island anchorages which give protection from prevailing weather are open to northeast condi-



MIKE PYZEL

ISLAND CRIB SHEET

tions: With the approach of a santa ana wind — indicated by the unexplicable chop or wind bump emanating from the east to northeast — it becomes imperative to shift to a harbor with protection from northeast wind-driven seas. Here are a few of the best:

Potato Bay — open to the NW, but ideal for NE protection.

Chinese Harbor — anchor in the small notch in the northeast end of the two-mile long beach.

Forney's Cove — though considered by some as hazardous in NE conditions, it becomes ideal when anchored close to the island at the eastern part of the bay.

In each of these harbors, the boat will be protected from the seas, yet the wind will howl through the rigging. Good ground tackle, good scope and good nerves become your final line of defense.

Hazardous Areas in Santa Barbara Channel

There are a few areas in the Channel which are hazardous in normal conditions, yet in moderate to heavy conditions — large swell running or heavy winds and seas, these specific locations should be given a respectable berth, or sailed through with a special degree of caution.

Potato Patch — is an area of rough water due to conflicting tidal currents at the west end of Santa Cruz. It extends about a mile offshore, and heavy westerly weather will produce unusually steep and short (crest to crest) seas.

Diablo Point — although ignored in most literature about the Channel, this insignificant point just west of Fry's Harbor boasts some of the roughest water of the channel within a mile of the point.

Talcott Shoal — is a 1 3/4 fathom area one to two miles offshore from Santa Rosa's western end, and is noted for its potato patch roughness. Like the potato patch, it can be rough enough that a sailboat will be tossed about spilling

MIKE PYZEL



Diablo anchorage, open to the North and rough in East and West winds.

even a moderate wind from her sails, virtually becalming the boat even though a 10 knot wind may prevail.

Cardwell Point — the east end of San Miguel has a sandspit extending over a mile off the east tip of the island. It is clearly indicated by the vertical explosive nature of the Cardwell Point sandbank on a nighttime sail some years back from the decks of *Spirit*, and can attest to the beautiful but dangerous nature of this piece of water.

Harbors along the Mainland from Santa Barbara to Point Conception

Though not clearly indicated on the chart, several useful anchorages exist along this portion of the coast, each offering good protection in prevailing water. Santa Barbara is the last grocery stop before Point Conception. About 8 miles west of Santa Barbara is *Goleta Point* with a delightful bay in its lee. Similar such anchorages — each inside the coastal kelp line, exist at *El Capitan*, 17 miles west of Santa Barbara,

Refugio, 20 miles west but with a considerable canyon breeze, and *Secate*, 31 miles west of Santa Barbara.

Cojo Anchorage is the last stop in Santa Barbara Channel and is the standard layover spot for rounding California's Cape Horn. Standard procedure calls for a good rest-up at Cojo, and a midnight to 2AM departure around Conception (famous for winds) and Arguello (famous for winds, ships and fog). From there head for the harbor at Avila Beach, which boasts an excellent restaurant/bar where you can celebrate your successful rounding of The Point, and your re-entry into familiar Northern waters.

[Editor's note: Detailed information concerning Channel weather and anchorages is available in the Fagan-Pomeroy Cruising Guide to Southern California, to which the writer made considerable contribution.]

— mike pyzel

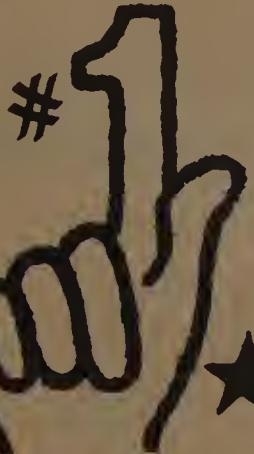
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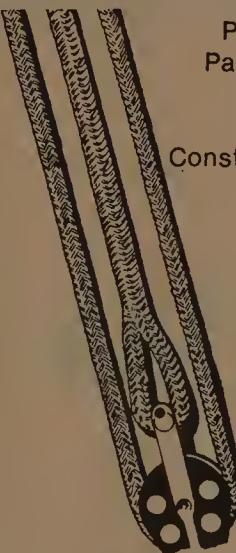
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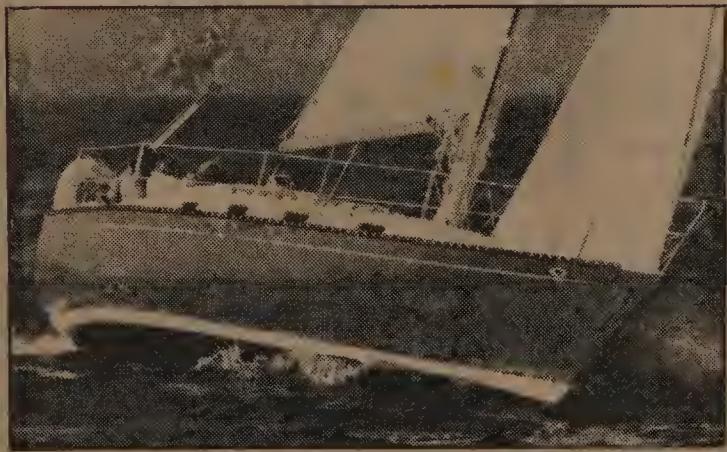
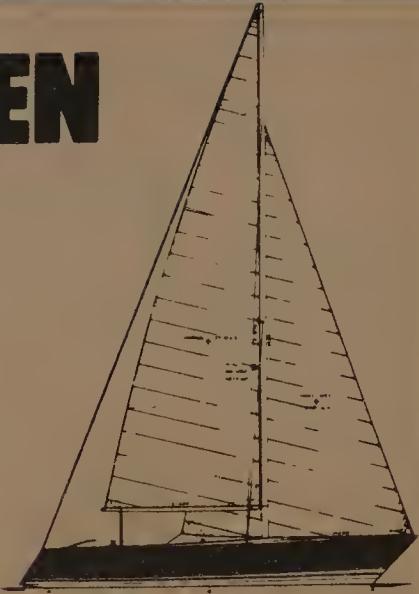
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DWL	27' 0"
Beam	9' 3"
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Displacement	6700 pounds
Sail area	486 sq. ft.

Design — Sparkman & Stephens



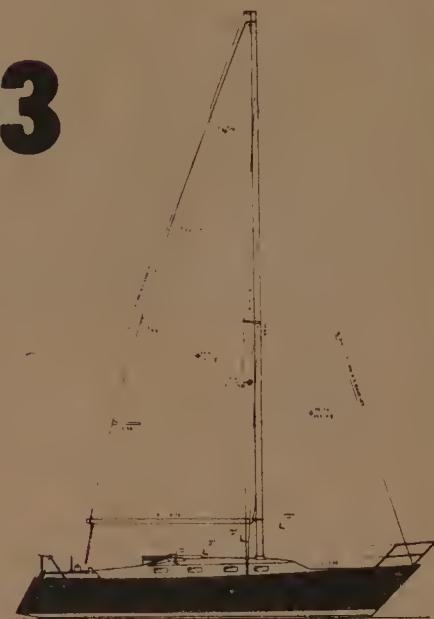
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TARTAN 33

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LOA	33' 8"
DWL	28' 10"
Beam	10' 11-1/2"
Draft	4' 5-1/2"
Ballast	4400 pounds
Displacement	10,000 pounds
Sail area	531 sq. ft.

Design — Sparkman & Stephens



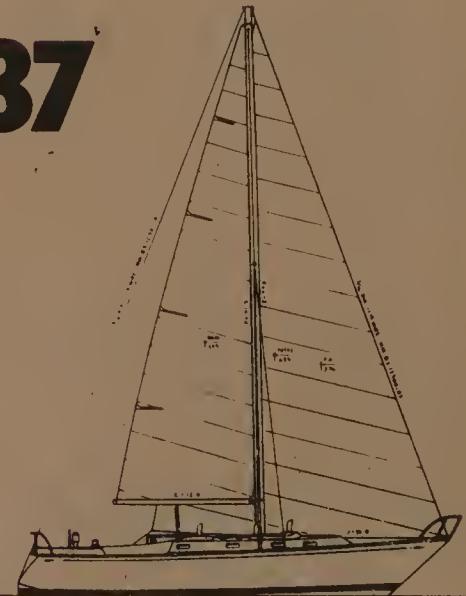
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TARTAN 37

Specifications:

LOA	37' 3-1/2"
DWL	28' 6"
Beam	11' 9"
Draft	6' 9"
Displacement	15200 pounds
Ballast	7500 pounds
Sail area	625 sq. ft.

Design — Sparkman & Stephens



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PART II



Dotty



Gene

the continuing saga of living life from a different perspective

The third night out, October 1st, my early watch . . . 10 p.m. and the seas and wind are reaching a fever pitch, the knotmeter reads seven knots. Downwind, the tiller has a mind of its own and the power surging from *Whither Thou* to my hands through that tiller overwhelms me . . . I can't hold on alone for two more hours. I call Gene on deck.

He takes in the scene at once and from then on, we stand watch together. The jib is lowered, the main, already double-reefed, is pulled down further to a mere rag. Gene checks our safety harnesses and his arm goes around me, firm, strong and tight; what happens to

one happens to both. I know then we're in for a wild ride, best not to know how wild or what this night will bring.

The black moonless night races past as we surf with the swells, growing in intensity. The knotmeter pegs out at ten knots and we feel, rather than see, the seas rising higher every fifteen minutes or so, the higher swells coming in twos and threes. We surf and plane, sensing *Whither's* needs through the tiller. We can't let the compass deviate even for an instant from 150° or water sprays into the cockpit. I call the compass readings as the needle hovers at 150° . . . dips . . . rises. Manning the tiller, Gene

guides *Whither*; occasionally I lean on his knee to prod my signal 'faster, push the tiller faster!'. He pushes, *Whither* responds and the team is in tune. Unspoken thoughts and silent prayers fill the raging night ("Calm the seas and wind, St. Peter. Give us the strength, wisdom and ability to sustain and cope with what You have given us. Give our boat the strength and ability to sustain, too.") Neither demanded the God of our choice to "turn it off NOW!"

There was no shred of terror, no fear of what lay ahead in the dark night. Each one's calmness and strength seemed to sustain the other, and our

PLAY FOR MORE

combined belief and firm trust in Whither's ability sustained her. I knew, without a single doubt, our captain was strong and capable. I trusted him, and I knew he knew I wasn't one to buckle under easily or get hysterical. No one — nothing — was ever going to convince me the infinite timing of our meeting, the literally predestined course that then led us both to *Whither Thou*, was going to end like this!

At 0300 hours, October 2nd, the wave hit. The pitch and fall of this swell was higher and steeper than any of the others. Plunging down the far side we heard a roar gaining momentum behind us. Gene's arm tightened in a vise grip and we were swamped, gallons of cold water surging over our heads . . . around . . . under. I fought to hold my breath ("keep your mouth shut dummy, or you'll lose your teeth!" Even now, vanity!) We gripped each other hard. Then suddenly my head was clear of water! I clawed for the compass, yelling

"Ninety degrees! Ninety degrees! Get her back to One fifty, we're broadside!"

Gene's outline struggled; he'd been thrown further forward than me and the companionway hatchcover had buckled up under the combined assault of his body weight and the weight of the water, had trapped his head and clamped back down. He bellowed, adrenalin surged; he flexed, his shoulders and the hatchcover broke, the pieces flying into the night. Once free, he grabbed the tiller, responding to my yells and in less than half a minute, *Whither Thou* was shaking off the water and back on course. Teamwork.

All we could do now was wait for daybreak. We surfed on, still riding the swells and shivering, listening for another awful roar, but no more came. Dawn at last and finally we could see to react. The mainsail went back up to the double reef, the working jib was raised

and we headed due east, under full sail and in control of our destiny again, for the first time in eight hours. For the first time, too, we could take stock of the damage and ask 'are you okay?' *Whither Thou* had a bent boom, a wide open companionway and the batteries were done for in the swamping. Otherwise she was structurally as sound as ever, sailing on strong and true, 'bless her. Gene found assorted bumps and bruises, but nothing he couldn't live with. I'd slammed my left knee into the compass bulkhead and I couldn't walk without a lot of wobble and a whole lot of hurt. We didn't have an inkling, then, of the extent of my hurt. We wouldn't find out for two more days.

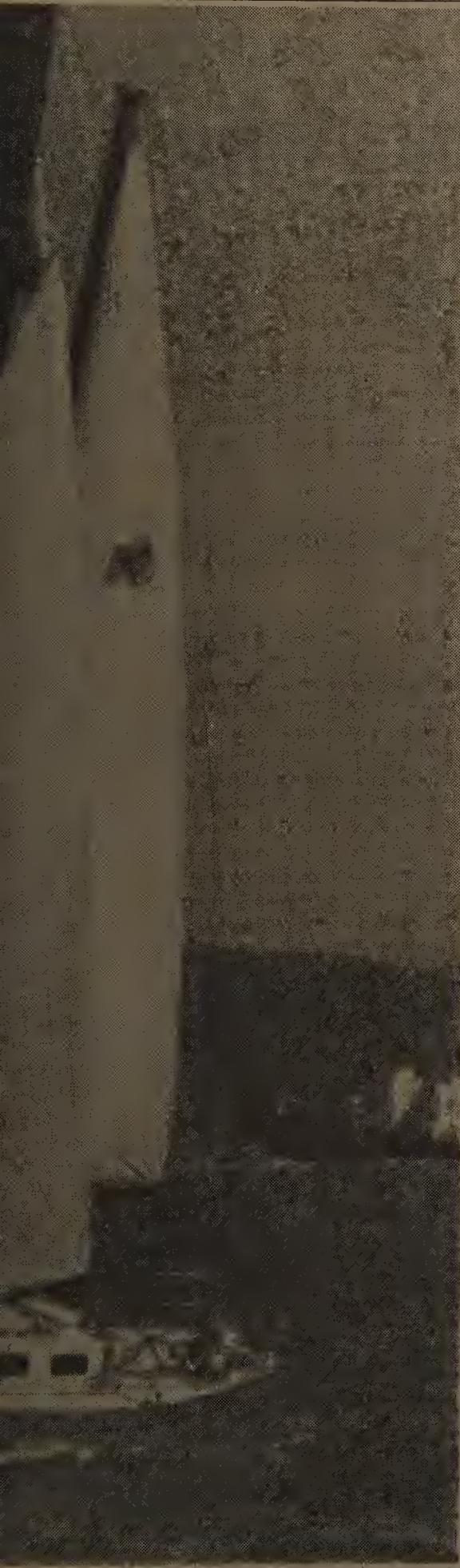
Once back under sail I went down below to survey the holocaust . . . it was just that. Nothing had escaped the torrential force of the water pouring through the hatchway. Bilge covers floated free, water sloshed 10-12 inches above the cabin sole in an agitated washing-machine action, sparing nothing. Our log, so laboriously and lovingly kept throughout the cruise, our maps so triumphantly traced with our route . . . all gone, so much confetti. Don't they put any rag content in chart papers?? The comfortor and pillows sloshed and blocked the opening to the bilge pump, which was useless anyway, too much water. Upholstery, towels, every piece of clothing in our cupboards and lockers, it didn't matter . . . sodden. I wept for our beloved home, like this!

"Will *Whither* ever forgive us?"

Gene grinned. "Sure she will; babe, she already has. Look at her go! We're alive, we're okay, that's all that counts. The three of us came through it together! And you are one helluva first mate!"

He's always right, Gene is. Nothing was wrong we couldn't fix or dry out,





"Whither Thou" under the Gate.

eventually. I grinned back, blew him a kiss and grabbed the bucket. This helluva first mate had her work cut out for her *this* day. Bail, baby, bail!

Bailing and sailing east, we knew we were still a long way from home free. The dead batteries and consequent loss of all auxiliary power was our immediate concern. We couldn't fully charge the batteries without the engine, and I don't care what the book says, you can't hand crank a brand new high compression diesel engine. Both the VHF and the RDF seemed just as lifeless. Okay . . . no engine, no running lights, no radios. And a whole lot further than one day from land and safety to be navigated through freighter lanes. Now what?

The solar panel. Our one small conversation-piece solar panel. On clear days it could run just about everything on the boat with its nine watts delivering .8 amps of solar energy. On cloudy days? Well, almost everything. The sun shone weakly and clouds were gathering. Could the panel trickle-charge one battery enough to operate the VHF, long enough to get a call through to the Coast Guard, once we were within range? Oh man, here go the prayers again.

"Thank You for getting us through the night, St. Peter. Uh, while You're at it though, could You see Your way clear to keeping out the sun, keeping up the wind and keeping down the clouds? Sure would appreciate it, Sir!"

Prayers are answered, you know. At noon the VHF sputtered to life, signalling we had sailed within range! The sun and threatening clouds, however, were drawing together so it was now or never. MAYDAY! MAYDAY! One call only as we watched the VHF needle coast down to zero. Please make it work, St. Peter! Please! Hear us, somebody!

He did and they did. Those beautiful people heard our one sputtering call. Up went the EPIRB antenna and now we hung in . . . still bailing, still sailing east, fingers crossed tight. The Coast Guard figured out fast we could hear but not transmit so they came back to us every few minutes with assurance and every hour they broadcast our plight to the ships in the area. Not that *that* did any good. Once, a tanker passed us right off our port bow heading south. In the gathering gloom, Gene shot off one of our precious flares but they kept going on with nary a sign . . . they couldn't have been more than five hundred yards away. How we hated coastal sailing! Gene came about and headed west. No lights and the day was growing grayer and murkier — we didn't need tankers.

The EPIRB signal was picked up, the Coast Guard combined that information with our initial Mayday! call and a plane started out from Sacramento. Expected rendezvous; 1630 hours. It was now 1400 hours and the daylight totally gray. It was cold, too, with our sodden gear and no dry change of clothing possible. 1600, 1630, 1700 hours, where were they? Scanning the leaden sky, we listened and shivered. By now my knee was worse and I could hardly stand. I went below to try and rest on the cold, wet bed. 1730 hours and Gene yelled

"I see them! They're here! They've found us, babe!"

The dull roar of the sweetest four-motor job this side of every John Wayne rescue movie droned its way out of the clouds, dead on. Dear God, thank YOU! The plane circled and dropped flares to check current and wind speeds. Then came a radio drop; as gently as an angel's steps right on target dead ahead, the five-gallon can floated down with drogue line and strobe

PLAY FOR MORE

light attached. Now we had positive communication with the pilot instead of just flicking the EPIRB key once for yes, twice for no (two if by sea?). The pilot radioed the Humboldt Bay Coast Guard, still stubbornly standing by, and their cutter set out due west. The pilot vectored us together for the estimated meet at midnight and he stayed with us the entire time. Once we rendezvoused with the cutter he dipped his wings and headed east. We never learned his name, I wish we had. I hope fair skies and soft winds follow him the rest of his life.

Humboldt Bay's finest took over. They boarded *Whither Thou* to check out the patient bringing an air cast and — bless you, my children! — warm blankets. I could sleep now, and Gene stayed on the tiller to help *Whither* through the four hour tow to Eureka. We snaked our way through their infamous entrance, locally referred to as 'Jaws', arriving at 0400 hours. It's now been twenty-four hours since the wave swamped us, Gene hasn't slept since God knows when and the unknown, the unsuspected, was gathering strength.

Off to St. Joseph's Hospital to get x-rayed and take care of the knee. The orthopedic doctor diagnosed a compression fracture, stay off the leg, I'll see you Friday, and you live on a what? Christ. Here are your crutches (getting on and off the boat is gonna be a laugh and a half) . . . no insurance either? Gee-sus!

Back to our wet *Whither Thou*. With no sun, damp air and still no sleep for Gene, we mechanically did what we could to start drying off and drying out. A restless day was followed by a worse night and Thursday dawned, again dull and sunless. I felt absolutely lousy, so weak and dizzy (exhaustion?) 'Stay put!' orders my captain and I didn't argue. A

cup of coffee, babe? I sat up to drink and . . .

" . . . Breathe — breathe — breathe, babe." What IS this? . . . Gene pressing in and out on my chest, his face drawn and white. I'd passed out, that's what, had actually stopped breathing. Another half hour of this as I kept going in and out and Gene's mountain wisdom took over. Exhaustion HELL! This was shock! He hit the emergency frequency on the VHF and in minutes, St. Joseph's was back in the ballgame, their ambulance screaming. Paramedics ran with Gene right behind them and we were off on a Code Three. Blood pressure? 42 over zip. Even I know zip means zap. When I came out of those ambulance doors the emergency staff came out of the woodwork, dozens strong. The staff doctor took mere seconds to translate the nearly nonexistent blood pressure into massive internal bleeding . . . he told Gene "We go in NOW for an exploratory or we lose her!" Gene: "Go, man, GO!" The staff doctor machine-gunned a call for the surgeon and finally, Gene could break, the reins now turned over to another pair of competent hands. I heard his sobs and ached to soothe him. I'm not going to die, honey, I'm not! It'll be okay, honest it will!

And it was. But not without the help of dedicated and stubborn young military men in this day and sad age of non-involvement and indifference. Not without the fast action of paramedics, a superb and equally dedicated hospital staff headed, for me, by a surgeon who knew what he had to do and did it, fast. Not without four blood transfusions, or every tube invented by Man stuck in every orifice God ever created in the human body. Not without a nursing staff whose skills and caring passeth all expectations. It took all that and a whole lot more, but it was okay. Whoever said no man is an island unto himself? Amen, brother. Amen.

A ruptured spleen that for forty-eight hours had bled into the abdominal cavity, a total loss of two-thirds body content of blood. The surgeon was blunt,

"Two more hours, that's all you had left, Dotty. It's a damn good thing you two didn't decide to keep on going!"

Two hours. Close, much too close. Thank You again, St. Peter. You had the door open but this time, this doctor said 'not yet!' Thank You for the added sunrises I will see with Gene and *Whither Thou*.

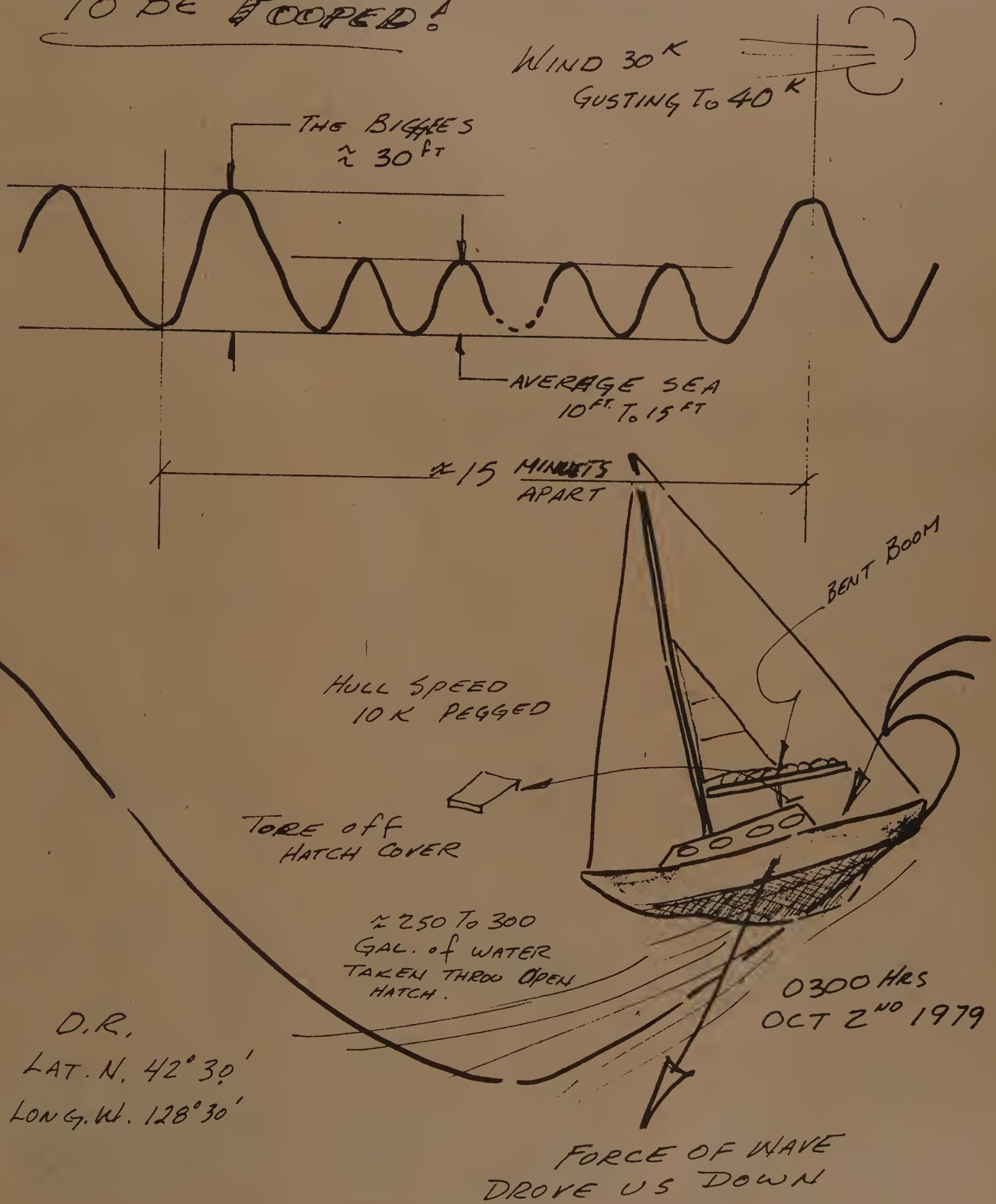
In the inevitable Monday morning quarterbacking, Gene determined it had been a maverick wave; born of a swell that steeped, gathered the needed combination of air pressure and surface friction, crested and pushed us down. That same swell, along with a lot more like it, went on south to create havoc with the California coastal towns of Aptos and Capitola. We just happened to be in the wrong place at the wrong time.

We're thinking of getting a third battery as back-up, stored in a separate watertight hold, for sure we'll get another solar panel! We've been asked 'why didn't you come about and head into the waves to slow down?' Come about, in those high seas, at 3 a.m.? That's asking for a knockdown. Would a sea anchor have slowed us down? Maybe. Or, it might have put us in an even more vulnerable position to pitch-pole. It's moot now, all the 'what-if's' now redundant.

The observations and lessons continued even after our return. We've become so much more aware and grateful that Coast Guard Group San Francisco hangs out on the other end of VHF channel 16. When you need 'em, boy are they there! But, ever notice how often they are called when they aren't needed, yet? We hear bay boaters yell for assistance from everything from a sailboat's loss of motor power to complaints about the weather that should have been verified before untying the mooring lines. There seems to be precious few attempts to 'help thyself' first, so many 'cry wolf' situations, however

PLAY FOR MORE

To Be "Pooped!"



Gene Haynes' re-creation of what happened.

PLAY FOR MORE

No life worth living is totally free from chance, but we feel less danger, more in accord with the one God of our choice in the boat of our choice, on a one-to-one basis with the sea and the elements and each other. Better, we feel, than freeways and intersections jammed with the nuts who just had a fight with spouse or boss, the nuts spaced out on God-knows-what, roaring down behind the wheel of a car . . . and we're the next one encountered. Nope.

One to one. The odds are better.

unintentional they may be. By choice Gene and I were out of the Coast Guard's range and it took a lot to get back in, but even if we'd been nearer to land it wouldn't have occurred to us to call them before we'd done what we could for ourselves first. The Coast Guard is here to help, but their babysitting chores must get downright dreary.

We haven't changed our minds about close coastal sailing. Steamship lanes filled with seemingly ghost ships that go bump in the night, the gawd-awful fog, the erratic currents — noooooo thanks, sport fans. We'll still go out further and take our chances with uniform, more predictable seas. It's just, well, gee golly whiz, Batman, y'can't predict everything!

Immediate plans race full steam ahead to June 15th when Gene and *Whither Thou* leave in the Singlehanded TransPac; after '78, the need and necessity is paramount. Perhaps it happened for the best . . . with *Prez*, Gene would have been but an enthusiastic participant. With *Whither Thou*, he wants to be a true competitor, for her sake as well as his. We know and have proven her worth, our pride demands others recognize it, too. After the race the three of us (okay Piney, the four of us!) will no doubt set the sails for Alaska and the Inland Passage, working our way south for the winter. Or perhaps we'll accept a friend's invite and meet

them in Manila, who knows? Whichever direction our captain decides, for he knows best.

The claustrophobia doesn't exist anymore . . . fear of small, dark and confined spaces has nothing to do with *Whither*; she isn't small or confined, she's compact, light and airy. Wouldn't you know, the lightest in weight gets more of the mast equipment installation and maintenance . . . so, so much for the thing about heights! Oh, yes, haven't had a cigarette in a year . . . the whole cotton-pickin' thirty-year habit is a thing of the past. Remember the TV commercial: turn off drugs and turn ON Life? Believe it, it works, when you've got the right captain and the right lifestyle! Finances are doing okay, too, thanks to the Olympic Circle Sailing Club recognizing Gene's potential as an instructor. While in our holding pattern till June, he's teaching the thing he loves best while he sails all sorts of nifty craft. The students seem to really dig him; OCSC's gamble is paying off, we keep buying the groceries and the lid stays on Pandora's programmed existance. Who says you can't have your cake and eat it, too?

Is there any fear, now that we've experienced a little of what a full sea can dish out? None. If this is what the good Lord has in store for us, so be it . . . there isn't a hell of a lot we can do about it. If it's not, then why worry? For us, as

for most sailors, it must be *all* of living, not mere existance for safety's sake. Naturally, we're not so stupid as to go to sea in a leaky rowboat or in a boat we don't completely trust. The key word here is preparation. We do all we can, within our range and scope of knowledge and energy, to prepare ourselves and our boat. We test, we note, we discuss and discard, we experiment. We set up controlled situations to check out reactions and responses from *Whither* and ourselves. We check out all equipment in all kinds of weather, deliberately sailing in foul weather and at night. Gene plans an actual 'man overboard' to see what it actually takes to reboard; better in a controlled situation than alone at sea. Our life system, purchased for the '78 race, now needs repacking. We'll pop it under simulated sinking conditions and see just how effective it really is, how two people actually board a raft meant for four. When all this is done, only then after the testing, do we go.

No life worth living is totally free from chance, but we feel less danger, more in accord with the one God of our choice in the boat of our choice, on a one-to-one basis with the sea and the elements and each other. Better, we feel, than freeways and intersections jammed with the nuts who just had a fight with spouse or boss, the nuts spaced out on God-knows-what, roaring down behind the wheel of a car . . . and we're the next one encountered. Nope. One to one. The odds are better.

We'll continue to play the game for more than we can afford to lose, putting it all on the line every time. Gene claims he's playing now with a pat hand: his own ability, enthusiasm and unquestioned faith . . . for all they're worth, backed up with two queens. We'll continue to honor that no one will ever conquer the sea and anyone who thinks they can is a fool. We'll continue to be gracious and respectful guests of the sea, for there are so many more sunrises to see, for Gene 'n me 'n *Whither Thou*. We'll see them together, believe it!!

— dotty haynes

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Should there be foam in your boat as well as your beer?

A few days ago, after a particularly long and unnerving day at the office, I was fortunate to jump on the last express bus out of the City just before the doors closed. Luckily there were a few seats left, and luckier still, one of them was next to Lee Helm, my naval architect friend.

"Hi, Lee" I said as I sat down beside her, "glad I ran into you — I have a question for you."

"Nice to see you again, Max," she said. "Going to be out for the next bay race?"

"Can't wait to hit the starting line!" I answered (instantly my mind was light-years from the office). "I decided not to go for new sails this year — just brought the old ones in to have new numbers sewn on — and gave them all a good cleaning. It should fool everybody!"

"Don't count on it, Max. Now what about a question you wanted to ask

times as stiff as a comparable solid glass lay-up."

"Yes, I think I saw that article, too," said Lee. "They exaggerated a bit on the core thickness."

"Anyway," I continued, "just the other day I was talking to a friend who crews on some really top-level boats — you know, gets flown east for SORC and Bermuda Race and all that — and he says that cored hulls are just as flexible as the solid glass designs."

"Did he say why?" asked Lee.

"No, he couldn't explain why. But with his experience I'd be surprised if he's wrong."

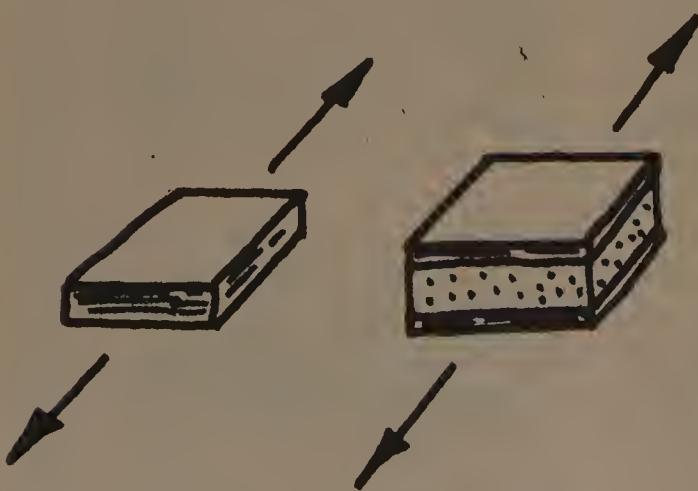
"I think I know what the problem is, Max. You're confusing overall hull stiffness with local panel stiffness. You see, the foam core has almost no effect on the hull's inertia or section modulus with respect to longitudinal bending."

'Here we go again,' I thought to

and mainsheet pull up on the stern. The result is that the boat bends in the middle, to the shape I'm drawing with dotted lines. The most noticeable effect is that the forestay sags, so the crew tightens the backstay (or runners) until somebody says 'no use tightening any more — we're just bending the boat.' There's also a certain amount of energy absorbed as the boat flexes with gusts and waves — energy that otherwise would have gone into propulsion."

"I'm with you so far," I said. "Keep going."

"Say a typical cross-section looks about like this," she said as she continued her sketch. "Bending the boat tries to make the deck shorter and the bottom longer. So the deck is compressed and the bottom is stretched. The hull and deck surfaces do have to bend slightly, but it's their resistance to lengthwise stretching and compressing



ONE THICK PIECE OF GLASS HAS THE SAME RESISTANCE TO STRETCHING OR COMPRESSING AS TWO THIN PIECES WITH FOAM IN THE MIDDLE.

me?"

"Oh, yes," I answered, coming part way back to earth. "I read an article in one of those big glossy sailing magazines about new yacht construction techniques. They made a strong case for foam core construction, and said that a sandwich hull could be 40

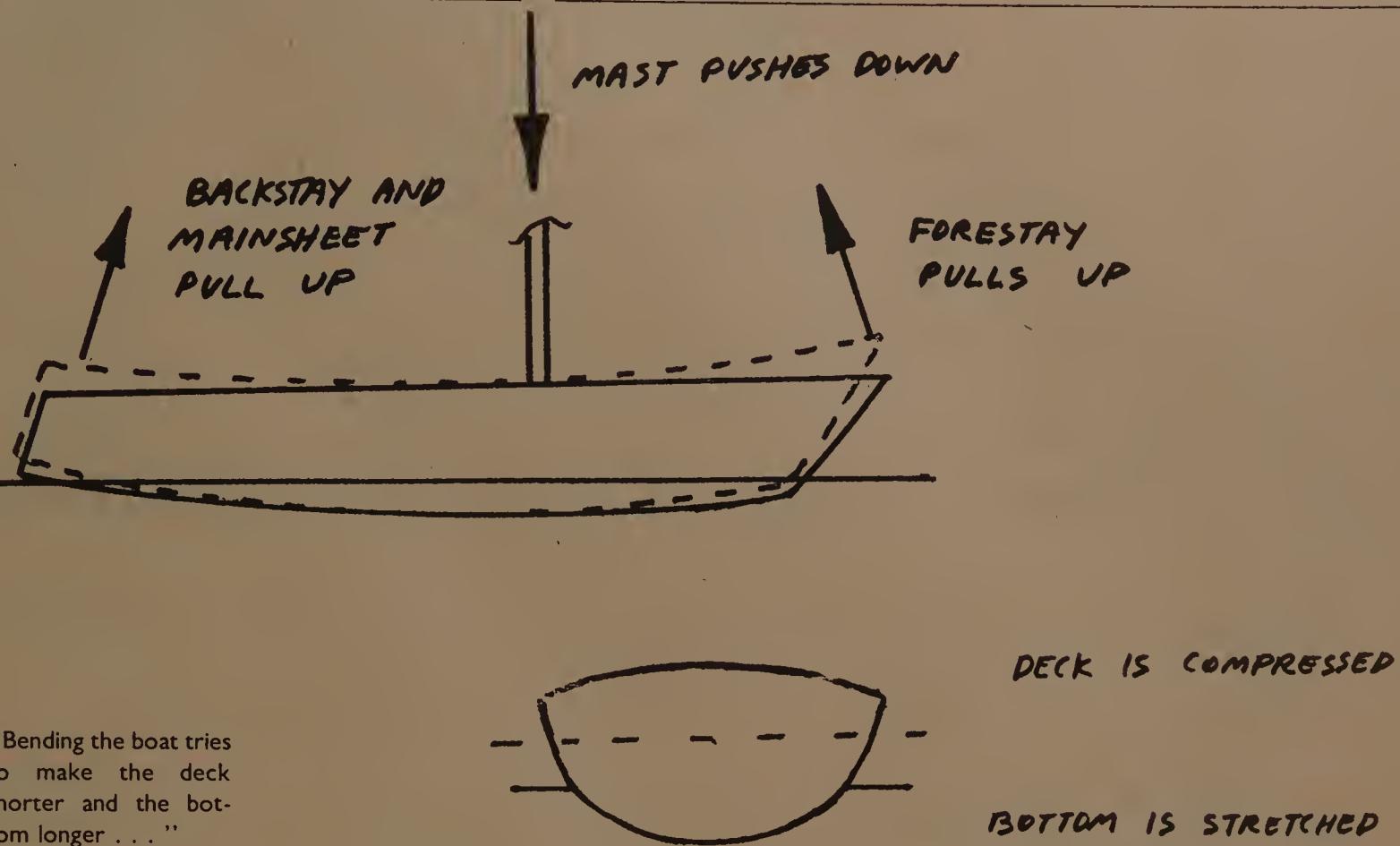
myself. Lee was already taking out a pad and pencil, and saying something about maybe being able to explain all this so that even I could understand.

"You see, when a boat is sailing to windward, the mast pushes down on the middle of the hull, while the forestay pulls up on the bow and the backstay

that really counts."

"So then what's the difference between solid fiberglass and foam or balsa sandwich?"

"For this kind of loading, there's very little difference. Its the amount of fiberglass that counts — the core has very little effect. And since a cored hull



"Bending the boat tries to make the deck shorter and the bottom longer . . ."

can have less glass in it, it might be even more flexible than the single-skin equivalent."

"But then why," I asked, "does a sample from a cored hull feel so stiff?"

"When you hold a sample of hull material in your hands and bend it, you're subjecting it to what I'll call *local* bending. Sandwich construction is very much stiffer in local bending than single skin of the same weight. But the important concept here is that overall hull bending causes very little local bending, and so the local bending stiffness of the hull structure has almost no effect on the overall rigidity of the hull."

"Well, then what are the advantages of cored construction? From that article, you'd think it was the greatest invention since Velcro!"

"You see, Max, stiffness, whether local or overall, is usually not the most important factor in structural design. Strength and stiffness are not the same thing. Most of the hull is designed to withstand a certain amount of pressure, applied to the outside surface, without

endangering the material. Now, this pressure is assumed to be quite a bit greater than the actual water pressure, in order to allow for waves and slamming and other effects that are difficult to calculate on a strictly rational basis. This pressure causes local bending, but it's the strength, not the stiffness, that governs the design. Sandwich construction can be significantly stronger than single skin of the same weight, but not by nearly as large a ratio as it is stiffer."

But despite the strength advantage," she continued, "sandwich construction may not always be the best choice. A more flexible single skin can usually absorb more energy on impact before failure, which is important when you hit a log or a rock or even another boat. For a moderately heavy cruising type, I think a single skin hull with frames or stiffeners inside is the way to go. For a lightweight boat, sandwich is almost mandatory, especially with a fractional rig that doesn't impose such

large overall bending loads on the hull. (Of course, we're only talking about various forms of fiberglass construction — note that wood has about the same lengthwise stiffness as fiberglass *per square inch*, and is much less dense.)"

"Well then tell me, Lee, why do we see even some heavy double-enders being built with foam cored hulls?"

"I'll answer that with another question: What do you think is the purpose of most production boats?"

Lee had that look in her eyes that told me I was not going to come up with the right answer.

"Most boats have several intended uses," I answered cautiously. "They usually end up compromising the requirements of cruising, racing, and daysailing in varying proportions."

Lee shook her head.

"No, there's a much more fundamental reason than that. Production boats are designed and built in order to make money for the manufacturer! Now, there's nothing inherently wrong with this, especially since there are builders

MAX EBB

around that make money by building boats that perform well, last a long time and don't endanger the lives of their owners. But too many manufacturers seem to consider marketing and advertising more important than quality construction. Even for a good design, the major engineering effort goes into figuring out how to produce the boat with a minimum of labor and materials. Sandwich construction, as it turns out, can save a considerable amount of labor and materials. The fact that this type of construction can be superior *only* when done under good quality control doesn't seem to bother anybody as much as it should."

"I have to agree with a lot of that," I said. "So then tell me, what would you recommend to someone in the market for a new boat?"

"Go custom! That way the designer is working for the owner, not the builder.

The major engineering effort goes into figuring how to produce the boat with a minimum of labor and materials

And it's not as expensive as everybody thinks. Peter Sutter says that his 36-foot *Wild Spirit* actually cost less than the most popular stock boat of the same size (see *Latitude 38*, vol. 19, Nov. '78). And, if your requirements aren't too unusual, you can reduce cost (and risk) by having a yard turn out a duplicate of

an existing custom design that you like."

"But in most cases a custom boat is going to cost more," I responded, "especially for smaller boats."

"You're right," she conceded, "but I think the cost is justified by the difference in quality. On the other hand, there are a few builders that turn out very high quality stock boats. I don't think you could do too badly with any boat built in Alameda, Santa Cruz, or Northern Europe."

We talked some more about various builders and our experiences with their products, until the bus reached Lee's stop at University and Shattuck.

"Nice running into you again," I said as I got up to let her out of her seat.

"See you out there," she said. "Let me know if you hear of any crew spots in the Kauai Race — and by the way — I navigate much better than I cook!"

— max ebb

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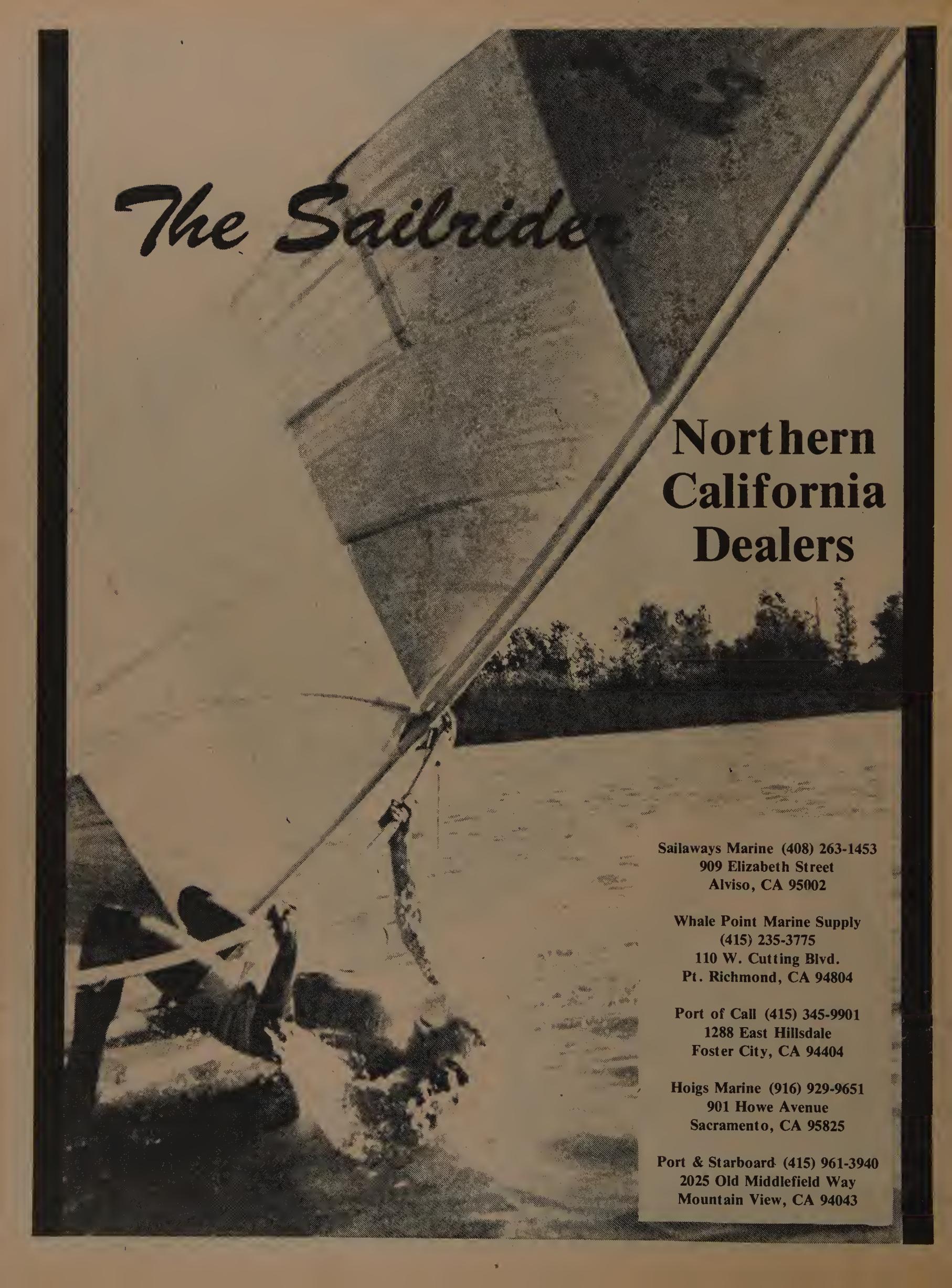
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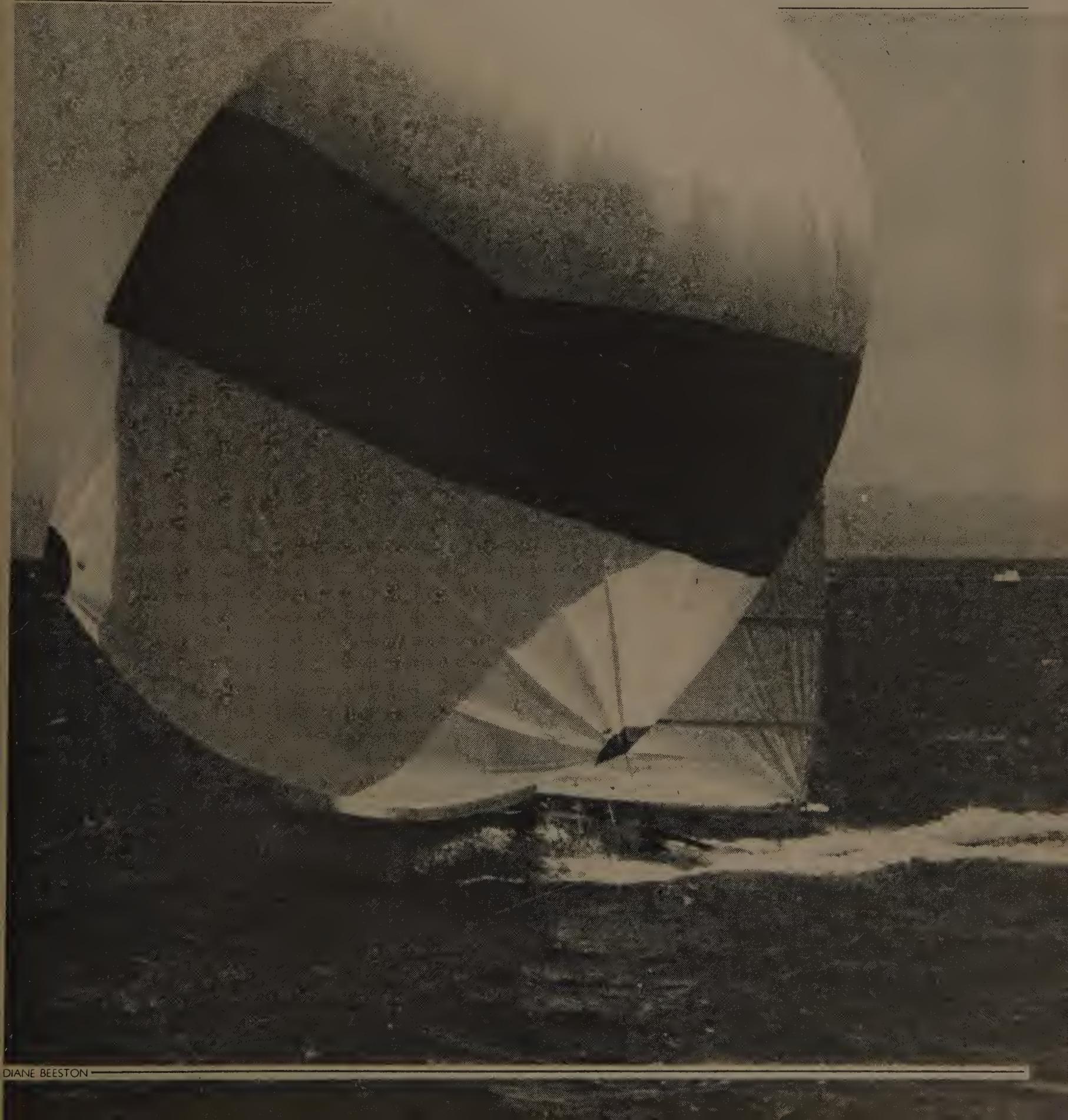
COORS 18 WORLDS

A hundred years ago in Australia, the big sailing ships carried a number of different sizes of skiffs which were generally classified by their length: 6', 8', 10',

12', 14', 16', 18', and 22'. One afternoon a couple of big sailing ships anchored in Sydney Harbor, and a crew-member on one yelled to a crewmem-

ber on another, "Hey mate, bet you 47 pints we can beat you to shore in the 18." There is good reason to believe that is the way the Australian 18 class

'Overcanvassed' is the first word that comes to mind.



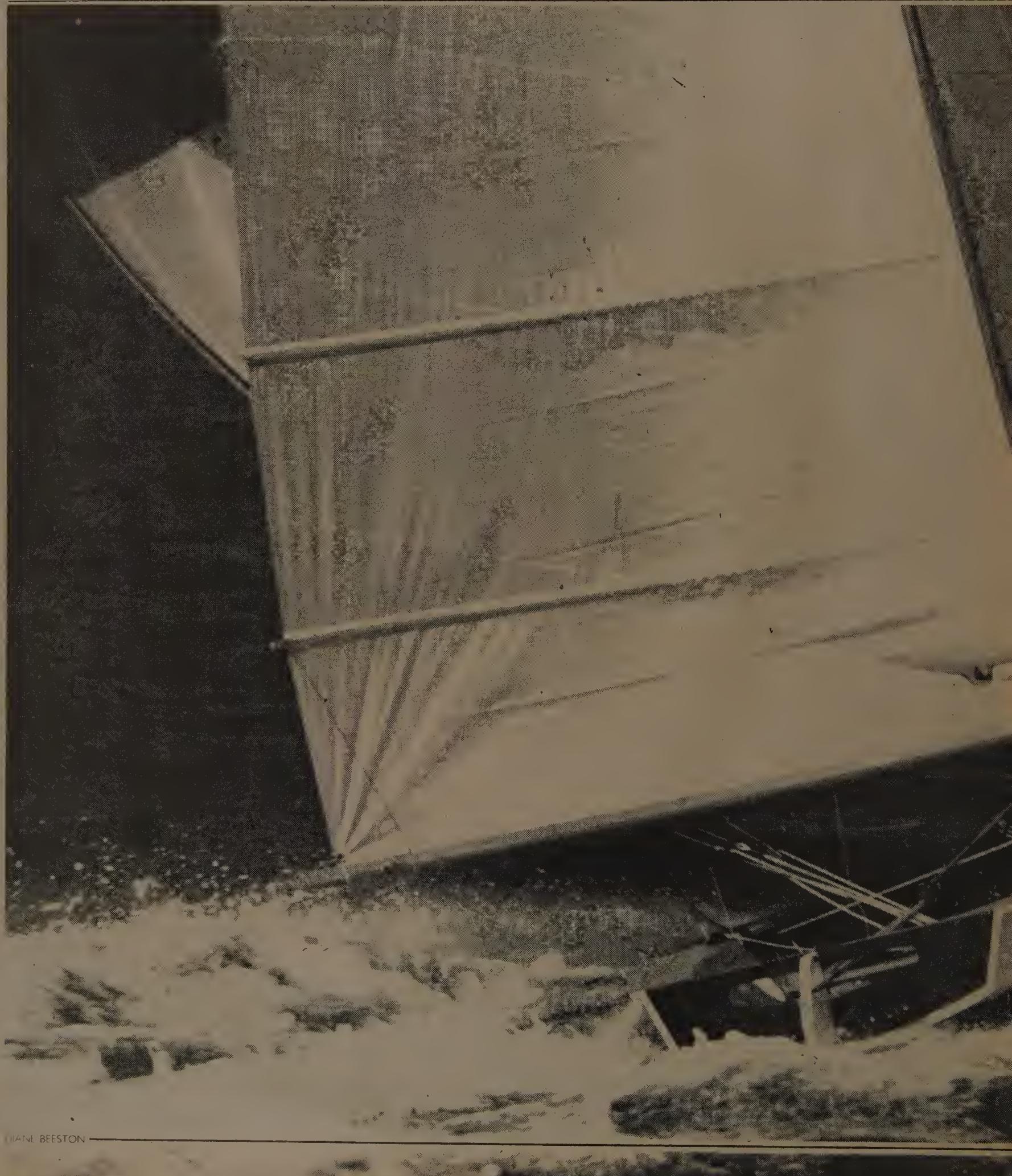
COORS

got started. Ever since Aussie and Kiwis have been going at each other in 18's.

As you might imagine, a class created by sailors rather than lawyers is going to be short on rules and long on macho.

Australian 18' rules are simple: any 18' monohull qualifies. Beyond those minimal restrictions, whatever you want to try to make your 18' sail faster is your business.

It didn't take sailors long to discover that the lightest 18's with the greatest sail area were the fastest. Over the years the resulting boats have become nothing short of ridiculous. They weigh



18 WORLDS

about 200 pounds and carry a maximum sail area of about 1300 square feet. That's more sail area than a New York 40, a boat which weighs 85 times as much.

Until about 5 years ago most 18's were made of wood and carried a crew of 4. But the desire for greater speed and money — 18's exist for professional racing — resulted in experiments with



Naim Shah.

exotic hull materials like foam, carbon fiber, paper, various composites, and melted cheese. It was New Zealand's unknown Bruce Farr who first championed very light 18's, designs that put wooden hulls out to pasture and eliminated the fourth crewman. More recently Australian Iain Murray has designed phenomenally light but strong boats which have won the last four worlds. His 18's are carefully constructed with graphite-fiber cloth covering both sides of a Klegecell foam core. The heavy loads developed by the tremendous sail plans are distributed through the hull by an intricate aluminum frame system.

The quest for speed has resulted in more peculiarities than just hull materials. Eighteens, for example, will not float properly at the dock. Left to their own devices they will simply tip over. Consequently you must rig the mast and hoist sails on shore — and since 18s have light, medium, and heavy air rigs, you must decide what rig and sails you'll use for the entire race before you leave the shore.

If you choose the heavy air rig on what turns out to be a light day, you're going to be awfully slow. Then again, if you choose the light air rig and it blows 30, you're going to capsize a lot and be slow on that account. 18s are equipped with trapezes for the entire crew in the vague hope of keeping them sailing upright. The most competitive boats are equipped with 'racks' which give the 18-footers up to 14 feet of beam from which the crew can hike out.



LATITUDE 38

'New Wave'
sailors;
Bard,
Dave
and Joey.

A few years back an 18' of wood could be put together for about \$10,000. Thanks to the development of exotic materials, it now costs \$35,000 to field a competitive boat. With costs like that, it's fortunate that commercial sponsors have been found to help pay for boat construction, maintenance, and to award prize money to the winners.

Actually we broach this entire subject because on June 20th to 28th, the San Francisco Yacht Club is sponsoring the "Coors U.S. Open 18 Foot World Championship", which to our knowledge is the first blatantly professional yachting event to be welcomed by a yacht club in the United States. You may have guessed by the event's title that it was Coors beer who ponied up some \$10,000 for the necessary posters, T-shirts, beer, and most important, the awarding of prize money.

The event has attracted about 10 Australian and New Zealand boats, including the defending world champion and its top rivals. So far there are two local entries, one sponsored by Coors, and the other by Quicksilver Sails of Alameda. Down Under, 18's are big time news, and have sponsors like Color 7, a big TV station; Stubbies, their Levis; PK, their Wrigley's; Mister Juicy, an orange juice concern; an insurance company and a Xerox distributor.

There are several important Australian 18 traditions, according to Race Chairman Vito Bialla. One tradition is that the race must go on, no matter what the weather. Vito says, "I will not stop the race even if it is blowing 60 knots." A second tradition is that it's a spectator sport, that the course is set up for maximum observability. In Sydney,

the fleet is frequently followed by ferries which operate as floating 'gambling houses. While the local Harbor Queen fleet has not committed to chase the boats, Vito has assured us that the 18s will be sailing courses to provide excellent opportunities for spectators to enjoy the action. Races start at 2:00 — when the wind will be at full force — on the 21st, 22nd, 23rd, 25th, 26th, and if a make-up is necessary, the 27th. Vito recommends observing from either the parking lot between the St. Francis YC and the Golden Gate YC, or up on Yellow Bluff in Sausalito. Bring your binoculars, but don't be late. The 18's hit speeds up to 14 knots going to weather, and 25 knots off the wind. The 25 to 30 mile course should take little more than 2 hours.

Plenty of wild and wooly action is anticipated. David Hulse, one of the two bay area entries, feels it's unlikely that any boat will make it around the entire course without capsizing. That's the simple reality of carrying so much sail on such a light boat in such windy conditions. Out-of-control is often the standard operating condition. Dave feels that the ebb tide spinnaker runs from Yellow Bluff to Aquatic Park should be particularly perilous; if you put your bow under just a little — and that's almost certain — your body is sure to follow.

If for some awful reason you can't catch any of the race action, the San Francisco Yacht Club, at 98 Beach Avenue in Belvedere, welcomes you to inspect the boats and chat with the crews. Before or after any race would probably be the best time. Race Chairman Bialla reports that the rumble-

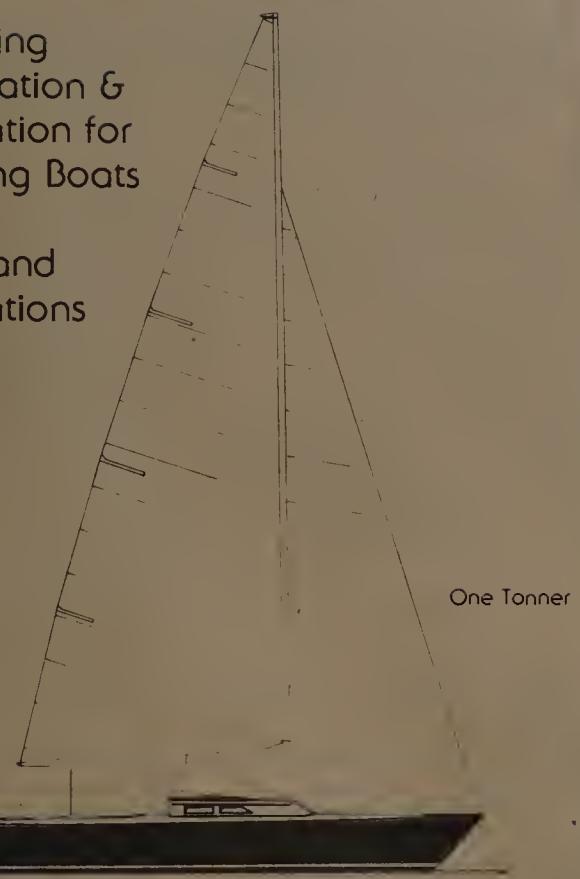
tumble rough nature of Aussie 18 sailing has bred crews that are "fist-fighting, beer-drinking, chauvinists", so be forewarned. Vito has made a special request to the Belvedere Police Department not to arrest any members of the 18 teams.

There are two local entries this year, and due to their lack of experience and sparse local competition, are likely to get clobbered. But they so enjoy the 18's that they are willing to take their licks with the hope that other local sailors will catch the bug. In their opinion the Australian 18 is the ideal vehicle to spread professional racing. Naim Shah heads up one effort with his brother Pakhtun and Peter Daley as crew. They used to have a wooden boat, but will shortly be launching one of Iain Murry's latest designs, easily identifiable by the Coors logo prominently displayed across the main. The second local effort will be headed by David Hulse and his business partner, Bard Chrisman. Joey Hulse is the third member of their team, and they will be sailing under the Quicksilver Sails of Alameda logo with sponsorship from Paul Erickson.

Friends, we've looked at the boats and they are just bizarre; the courses are demonic; and the sailors rabid. All they need for perhaps the most exciting sailing ever on the bay is a little wind, and we're pretty certain they'll get their share of that. Mark your calendars and take a little time to either watch a bit of a race or come over to the San Francisco Yacht Club to have a look at the boats. We think it's an opportunity you won't want to miss.

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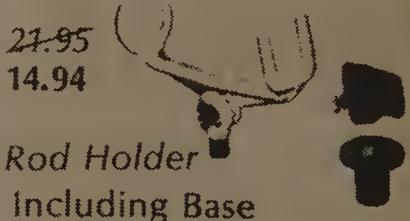


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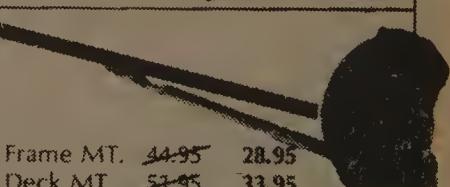
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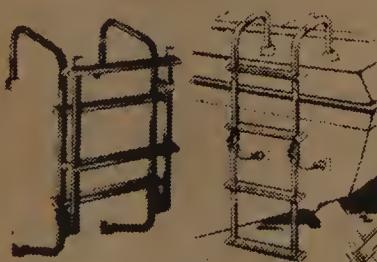
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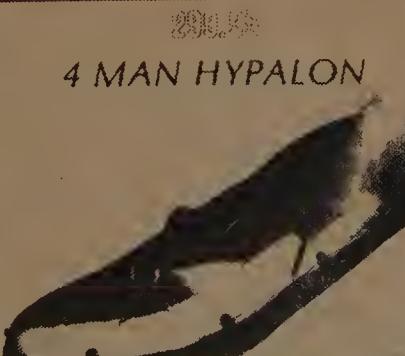
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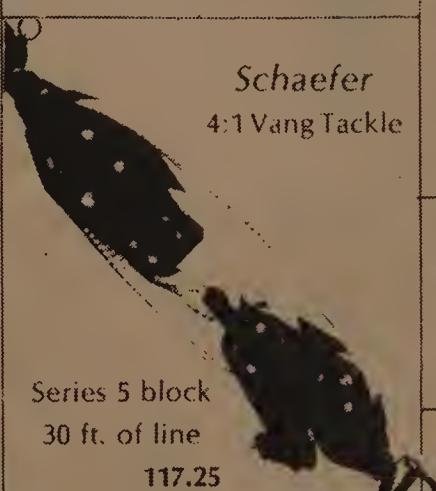
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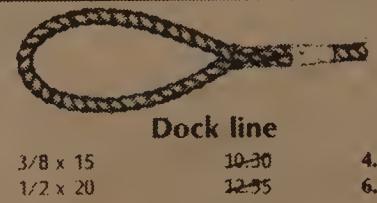
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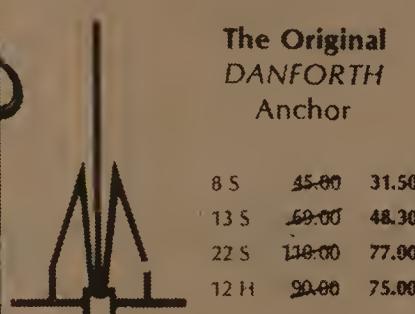
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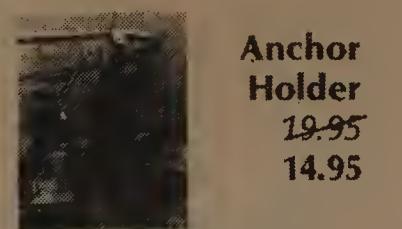
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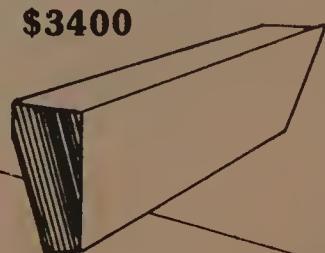
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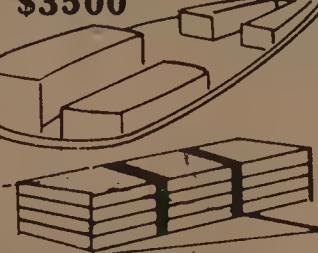
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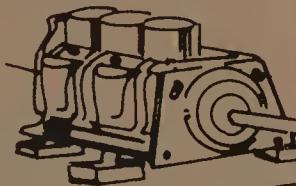
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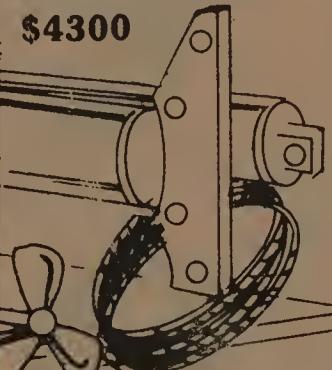
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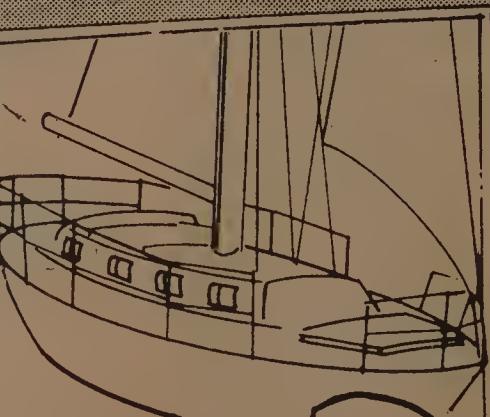
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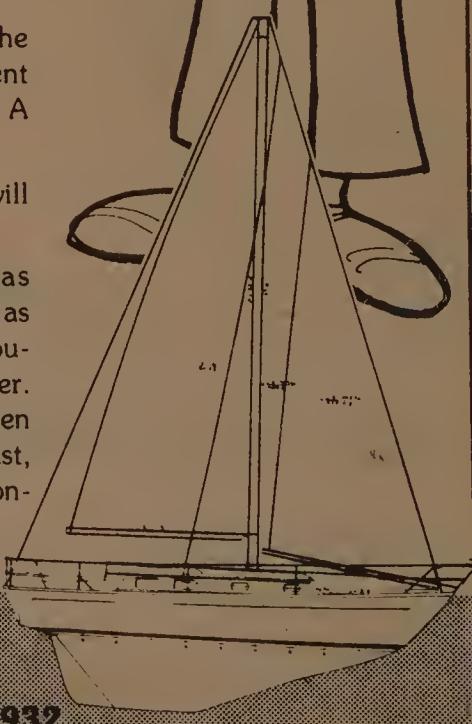
Let's face it! Tight money and high interest has left lots of us standing on the shore. Meanwhile life goes on and the "right years" go by.

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BASHING UP BAJA

The (Not So) Irreverent Guide

"If Jimmy Buffet wrote a song about bashing up Baja, it would be the blues."

Rick Arnold, delivery skipper, while waiting for parts in Turtle Bay.

"The predominate color of Turtle Bay is brown. The half dozen streets of the town are dirt brown; the mountains all around are barren brown dirt; the beach around the pier is dirty brown. If you think brown is beautiful, you'll love Turtle Bay . . . it's not pretty but you sure appreciate being there when it's rough outside."

Dix Brow, "Boating in Mexico"

"This has been one of the worst days of my life."

L.P., first mate on a Peterson 44, somewhere north of Cedros Island, north-bound, no power, the skipper resting with a valium, winds about 35 knots on the nose.

Let's face it cruisers, it's not too hard to put together "An Irreverant Guide to Cabo San Lucas" (*Latitude 38*, Mar. '80 issue) when you're kicking back in a warm anchorage. After a 1250 mile trip from Berkeley to Cabo Falso with nothing stronger than some 20 - 25's way abaft the beam . . . then the good life with all the food, water and almost anything else you could ask for . . . you sure get fat and sassy. At the furthest point downwind on anyone's first cruise it's easy to see why people get hooked on cruising. Unfortunately most of us can't go on forever and the end of the downhill slide brings us to the beginning of the upwind side of cruising. The upwind side of cruising, so neglected in the



best selling idealizations of the cruising life, it's always waiting for you and the end of your cruise and it is a fact that if you must return to California, you must bash up Baja. With that bit of cold reality in mind, here is *the not so irreverant*

guide to bashing up Baja.

Significant Decision Dept: So you made your way downhill, had a great time in Mexico, but now it's time to go home. You're anchored at the Cape and all you hear are horror stories about the trip north. It's 800 miles (or more) to Punta Loma and you know the wind and seas will be right on the nose the whole way. What will you do? What *will* you do? Here are the choices.

The Big Sail: Got a rugged boat and stout-hearted crew? A top notch vane, a strong dodger and lots of long underwear? Got your celestial down perfect? Are you up to spending two

BASHING UP BAJA

weeks or longer hard on the wind and are you prepared to ride out whatever blows out of the North Pacific? If you answer yes to everyone of these questions . . . you have a way to get home and must be a hell of a sailor or you are a liar soon to be exposed.

One foot on the beach: The choice of professionals and cowards alike. Stay close to the sometimes hazardous shore, seeking counter currents and local wind shifts. Duck into snug or marginal coves when the wind and seas get too heavy. Power into the slop until your engine screams no more! (Plenty did!) Short tack until your sails blow out. Imagine a shot of the Potato Patch, a dash of the city front and a touch of Suisun Bay. Remove all aids to navigation, add a wicked but variable onshore set and you get the picture.

Pay for it: Although it can be argued that if you choose the big sail or keep one foot on the beach you will be paying for it, you can literally buy your way out of an unpleasant situation. Since cruising is really just life afloat, the same principals as life on land apply. *Those with the bucks can pay someone to do their dirty work for them.* Delivery skipper will bring your boat uphill for a price and some are better sailors than most of us can ever hope to be. But beware time is money to a professional and since they push hard, something might break. As one delivery skipper glibly remarked after leaving a 45 lb. plow and rode on the bottom of Turtle Bay, "Well, it's not my boat."

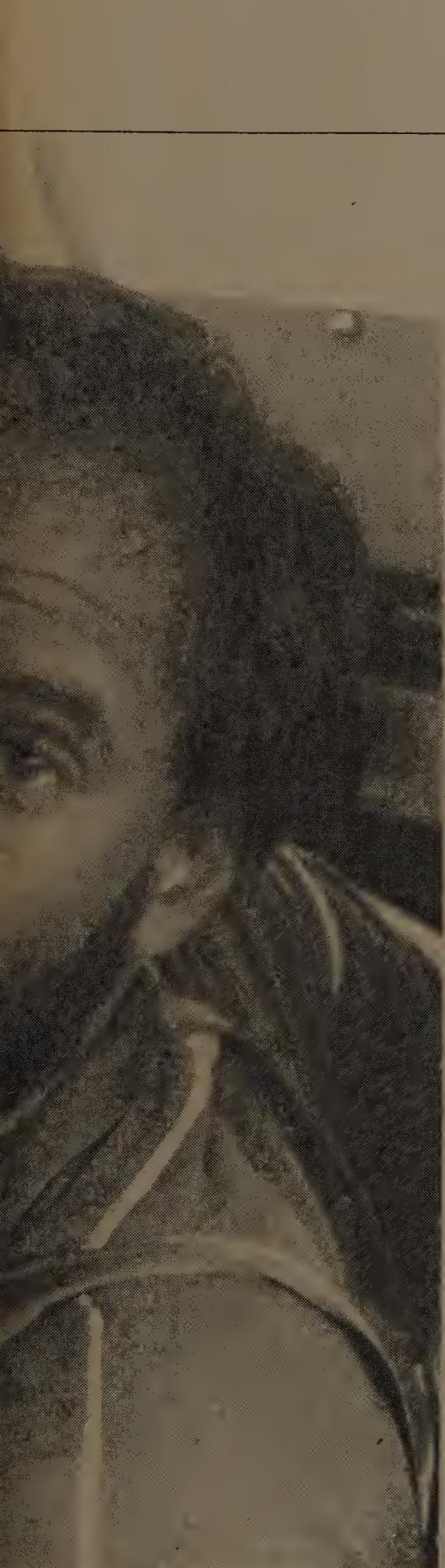
Social Scene Dept: Be prepared for something completely different. Any gathering of outbound cruisers turns into a joyous roundtable discussion of future landfalls, praise of the cruising life and the standard remarks about life in the U.S.A. Not so for those homeward bound. Be prepared for more serious, even somber talk when you meet your fellow travelers. After predictable comments damning the wind and sea, the conversations often sound distressingly like those anywhere back home. Interest rates, tax shelters, how Seattle is booming, why Oakland is dying, real estate stories, etc. etc., with each mile you log north, the old reality gets that much closer.

New Friends Dept: You know those boats with an extra engine and no mast? Even if none of your friends would drive one, be nice. You just might need the weather fax report or the benefit of their 32 mile radar. It's also true that adversity brings people together and all uphill climbers have much in common.

New Places Dept: The southbound cruiser has the luxury of picking his spots, stopping at only the more secure anchorages and plotting courses further offshore to avoid places like Sacramento Reef, Cabo San Lazaro or Punta Abreojos. The northbound traveler, more dependent on weather, can find himself anchored in the most obscure and often marginal spots. These semi-protected coves are often exposed to sea swells and high winds but represent a break from the constant pounding and



BASHING UP BAJA



are appreciated more than one might expect. Since the uninitiated may find it disconcerting to look out the ports and see 6' swells rolling toward you, this guide recommends not looking out the ports when the swells bend around points, a very common phenomenon along the Baja coast. After all, what you can't see can't scare you.

Bahia Tortuga Dept: Turtle Bay — the city!! Three restaurants, 2 panaderias, diesel, gasoline and in this cruisers opinion, the most cheerful population in Baja. The downtown panaderia is the one to visit. Right next door is the "Luncheria" with excellent food and hospitality. You will be dining in the home of Francesco and Maria. Great! The restaurant "Vera Cruz" (up the hill) on the edge of town is also good, but much more commercial. Be prepared for very strong NNE winds here (spring and fall). We saw six boats drag. Despite the dusty appearance, Turtle Bay is a damn nice place and it's worth getting to know the town and its people. Alfredo, son of the legendary Gordo the diesel man, is easy to deal with and young Jesus Patron, age 12, is a smiling tour guide.

Bahia Hipolito Dept: Hipolito ain't Sausalito!

Uphill Weather Dept: Winds NNW 20 - 30 knots, seas lumpy and confused, swell to eight feet, three foot wind waves. No change tomorrow.

Profound Statement Dept: "A gentleman doesn't sail to weather."

Wonder Why Dept: "How come you rarely meet anyone down here who has been here before?" Jim Westall, yacht *Pamakani*, Berkeley.

Thinnest Book Aboard Dept: "Mexican Aids to Navigation".

Most Popular Second Stop in San Diego: After the mandatory stop at the Police Dock on Shelter Island (rude people) the most immediate desire is inevitably the Boll Wevil, San Diego's chain of premium price beer and burger emporiums.

Benefits of the Uphill Trip Dept: When leaving Cabo and your cruising friends who will be sailing further from home, it's easy to feel bad about the end of your cruise, but bashing up Baja can take care of all that sadness. Before Turtle Bay you will find yourself longing for the uphill trip to end and by the time you get to Isla San Martin, you can almost taste that first cheeseburger, that first Budweiser, you can feel that first hot freshwater shower in 6 months. In short, you will be glad to be home.

I'll Be Damned Dept: Boats that left Cabo a month after this observer encountered light winds out of the west and smooth seas, motoring up the rhumb line all the way to Punta Loma.

Time Heals All Wounds Dept: Three weeks after returning, this commentator is ready to go again.

— larry blake

The rule in Baja is backwards. What goes down must come back up — that goes for food and boats.

THE LATITUDE 38 INTERVIEW

BOB PERRY

PART II

38: Bob, there must be some things you're burning to say to sailors in general, why don't you get them off your chest now?

Perry: Yes, there are a couple of things. Sailors, you really ought to understand the separation between the designer and builder, and the myriad of ways that that relationship can align itself.

Since I was fourteen my dream has been to be a boat designer and to sail a lot, and that's what I've tried to do. When I first went into business my theory was to design all the boats, all kinds of boats. That's what I've tried to do, but I just can't control the execution in most situations. I suppose I could say to people who came to me, 'If you don't do it all my way, I won't do the job'. But, on the other hand, doing it the builder's way has taught me a lot of lessons, and for as many bad lessons I've received doing it the builder's way, I've received twice as many good lessons doing it their way. In the process I've learned to be a boat designer.

But the best way for anyone to check on what was intended in the design of one of my boats and what was actually done, is to call me on the phone. [Editor's note: Bob's office phone is (206) 782-6633.] Don't write me a letter because I get too much mail, but call me on the phone and say, 'hey, I want to talk to you about the Esprit's ports or the Baba 30's traveller or the hull and deck joint on the Whatever 38.'

38: Do you appreciate getting calls like that?

Perry: I don't appreciate it, but I feel it's my responsibility because I do get a royalty on most boats and that pays for some amount of customer interaction . . . and I do enjoy talking to people and finding out why they are thinking about buying a particular boat, and sometimes I tell them, 'That's not for you, you should be buying a used Islander 36 or a used Westsail.'

Oh, another thing I want to tell people, there are a lot of good Westsails on the used market right now, and that the myth has maligned the boat. That boat was built up without foundation on a myth, and has been let down without foundation by a reaction to that myth. The Westsail is not such a bad boat, and I think it represents a tremendous buy on the used boat market.

38: What other boats on the used market do you like?

Perry: An Islander 36 is probably the best, the easiest boat to sell. It's a good sailing boat, and while they have some deficiencies with the interior at sea, they are a very comfortable boat at the dock. They're great.

Here's something else I'd like to say to cruising sailors. If

you're going to go out cruising, you ought to first try and race your boat in informal cruising boat races. That way you'll learn about halyard tension, sail shape, traveller placement, jib leads, and all the subtleties that most cruisers don't pay attention to. I like to tell them that informal casual racing is educational and isn't so bad.

38: Back to the designer to builder relationship, has your experience with builders generally been good?

Perry: Yes, generally good. The longer we're in business the more we find we can influence the builder, at least in many cases.

38: You do a lot of designs that are built in other countries, have you found it easier to work with American builders than say, Taiwan builders?

Perry: No, I don't think you can make a generalization like that. I've have good and bad in both countries — well I don't know that I've worked with any bad American boat-builders, there have been some in Taiwan, but none that I remain actively associated with. To remove my name from every boat I don't like, well that's not feasible because I'd be supporting a full time attorney. But again, all people have to do to check the pedigree of a boat is to just give me a buzz on the phone. I'd don't really care to comment too much on boats I haven't designed because I'm not too familiar with them, but if it's a boat I've designed, I'll be happy to give my honest opinion.

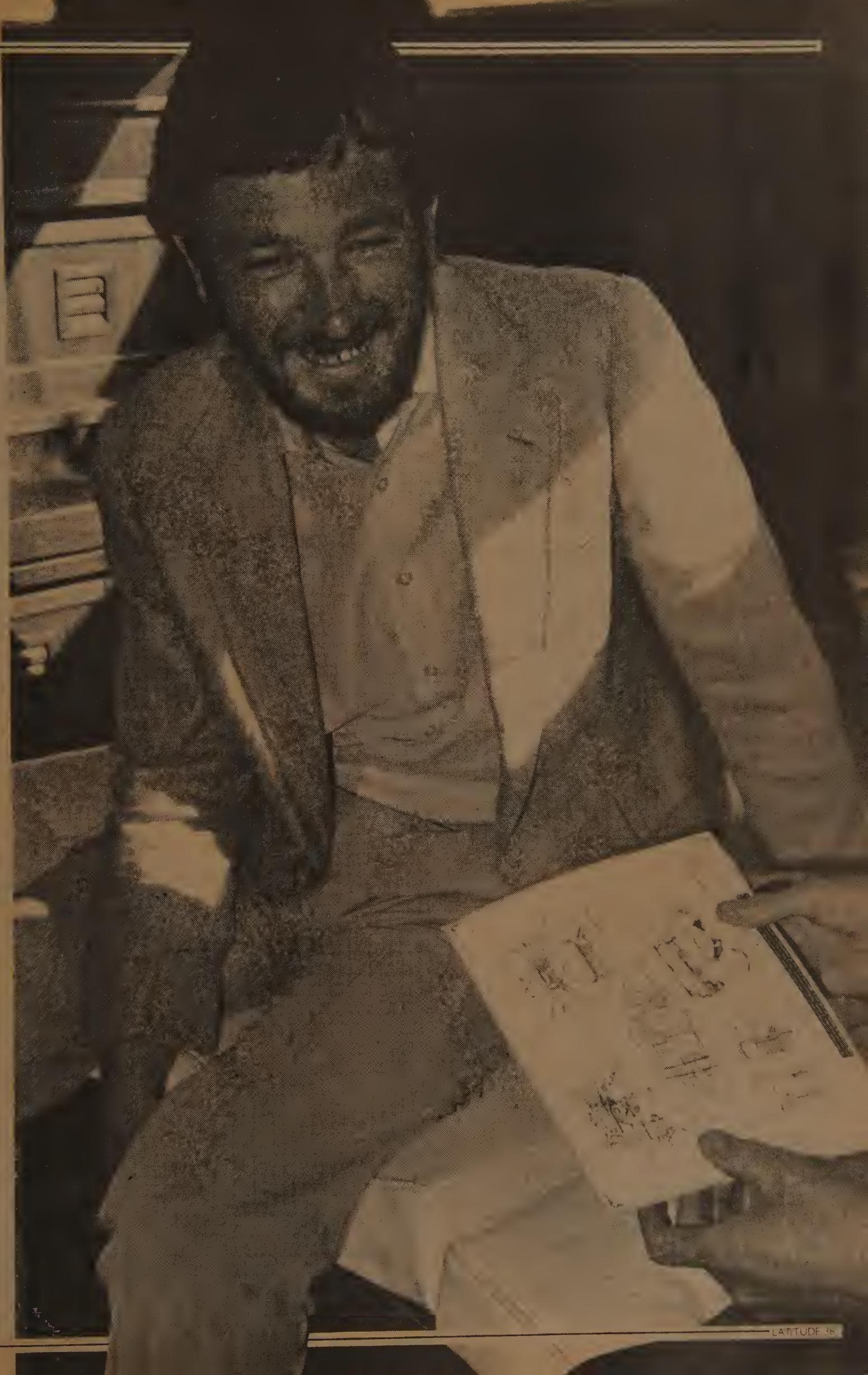
38: So there are some boats you wish you weren't associated with.

Perry: Yes, there are some boats I prefer not to endorse, but I can't really disassociate my name from them because I am the designer and the way I look at it, if you design the hull shape you are responsible for the hull, then people can pretty much say you've designed the boat.

38: Have you designed any admitted turkeys?

Perry: I designed a couple of boats I didn't like a lot, not that they were terrible, they just didn't come together the way I had hoped. I did them one after the other, they were the same length and almost the same displacement. I'm not going to tell you which though. I have, but it doesn't bother me to say so, because if there's only two that spring to mind, I'm in good shape.

I'm pretty easy to please on boats, as a designer having to work with all the combinations all the time you really get in tune with the compromises, so . . . well, look at the Westsail over here. I know what that buys you, I know what you're giving up to live on a boat like that, that's the same with the



Bob Perry in a
Cheoy Lee 48 at
the San Francisco
In-The-Water
Boat Show.

LATITUDE 38

. . . Here's something else I'd like to say to cruising sailors: If you're going to go out cruising, you ought to first try and race your boat in informal cruising boat races. That way you'll learn about halyard tension, sail shape, traveller placement, jib leads, and all the subtleties that most cruisers don't pay attention to. . .

LaFitte we're sitting on, and all the rest of the boats. So with that in mind, I'm pretty easy to please.

38: What are the compromises you're speaking of, comfort versus performance or does it get more complex than that?

Perry: Yes, it does get more complex because comfort, for a lot of people, involves performance. You can have the world's most comfortable, seagoing interior, but if you have a better hull design that's going to get you there two days ahead, you're going to be real comfortable for those two days, ha, ha, ho, he, ho, ho.

38: Bob, give us a specific case.

Perry: Well, let's take a look at this Westsail behind us. With it you get good tankage, excellent storage, a very heavily laid up hull so it's a rigid structure, a good strong boat, you've got good headroom I guess, those kinds of things are all good, having the chainplates way out on the hull which means it's slow to weather, but boy, it makes it strong.

38: Let's put you on the spot, what are the compromises on the LaFitte 44 we're sitting on?

Perry: It's a fast boat, a stiff boat, and really powerful to sail. It . . . the things that aren't so good about it . . . let's see . . . (long pause).

38: Is it too big for a couple to handle?

Perry: No, it's not too big. Up in this size the boats are so much more forgiving that until it comes time to fold the genoa, until then the boats aren't that harder to sail. The boat responds slower, it's more forgiving in terms of steering itself and staying head to wind, you have a bigger surface to run around on — I mean, try running around on a Baba 30. On a small boat like that you can't get anywhere quickly, but on this boat you can get to the bow really fast. In fact, this is an easy boat to sail by yourself — although you do have to be careful jumping all the way down to the dock.

38: That's it! The compromise in the LaFitte 44 is having to jump so far down to the dock, ho, ha, ho, ha.

Perry: Yes, that's the biggest compromise. If we wanted to do this boat with 6'6" headroom, still have a flush deck and be low and sleek, we'd have to make it deeper in the water and sacrifice form stability and some of our displacement to length ratio and probably would have had to go to more of a high deadrise section and more displacement. I just didn't feel that was in the best interest of the boat — and this boat does sail very well.

38: You do a lot of cutters, and rig them with running backstays in addition to the permanent backstay. How often or at what wind speed do you need to use them, let's say, on the LaFitte?

Perry: Well, the Valiant 40 has almost as big a mast section, and the rig is six feet shorter, and you hardly ever need them on the Valiant. Francis Stokes who sailed the Valiant in the OSTAR didn't have any at all, he thought he should, but he didn't have them. On this boat you need them, and start thinking about it in 10 knots apparent and by 15 apparent you should put them on to keep the staysail tight, and the mast straight. Running backs in this case aren't used to keep the mast up like a Star boat or Six Metre, they are more for sail trim. Running backs aren't hard to handle either, and in this case, if you don't get them right on, it's no problem because you're not going to lose the rig.

At some point — and here's something else I'd like to say to sailors — at some point, it seems to me that if you sail you've got to be ready for some inconveniences. People complain about having to sheet a staysail in — they might have it on a club — well, that's not much work. Ho, ho, ho, ha, ha. If someone is inconvenienced by that he's in bad shape.

A real good example of people not wanting to be inconvenienced is when they don't reef, or frequently it's a macho problem. I've had people call me up and say "Bob, we were sailing our Valiant in 40 knots carrying full sail." I said, "Well, that was really stupid. You would have been a lot more comfortable and gone a lot faster in 40 knots had you reefed the main and sailed under reefed main and staysail, you'd have gone like a freight train." The guy said, "Bob, we weren't in-

terested in speed, we were interested in saving our lives." Ho, ha, ho, ho, ha. I really couldn't continue the conversation. In 40 knots I wouldn't be concerned about saving my life, I'd be concerned about making that boat go.

A cutter rig in that condition, with a reefed main, the yankee down and flying a staysail, you can go great! They just storm along, and you can point pretty high because if the sea conditions let you, you can really jam that staysail in tight. With a single or double reef and the staysail you have a mini-masthead rig. It's great, you don't have to go out to the bow, all the sail is inboard.

Say, what do you think of this Fox 25 back here, it's a Gary Mull design?

38: Nobody cares what we think of it, what do you think of it?

Perry: Me, I think it's funny looking.

38: Because of the bow?

Perry: Yeah. By the way, whenever you quote me, I want you to take all things like 'yeah' and make them 'yes', do you agree to that, because if you don't I'll sound like an illiterate. But about the Fox 25, I don't like the pinrail thing, because Gary's designs in the past have been really, really clean, but I guess he's trying to break away from that image.

38: What else can we see from here? What do you think of the Olson 30?

Perry: It's great, I've never sailed one, but I really love that boat. I've raced against them on the LaFitte.

38: You raced one in a LaFitte?

Perry: In a beer can regatta in Newport Beach. Yeah. Yes, I think it's a great boat. The ULDB boats . . . I . . . well, I designed one for myself called *Eye of Knute* that never got built . . . I had sailed on *Merlin* and that really fired me full of Bill Lee's philosophy so I designed one that also featured things that appealed to me aesthetically, but which I admit would have made the boat slightly slower. But going as fast as you would, I figured you might as well give a little bit of speed up to make it look sweet.

38: What else have you seen at the show you've liked?

Perry: I like the Swans. Of course. Both the Holland and Sparkman & Stephens designed ones, you can't find a better built boat. I went aboard the Lancer motorsailer that had a power winch next to the steering well, that's pretty bizarre, with all the lines leading inside the house. Yes, inside there's a big power winch inside the cabin with a foot switch that all the lines lead to. That's fantastic, I don't know how well it works, but it's an interesting idea. The big windows and everything, what a different perspective.

38: Does it disturb you?

Perry: Well, I'm glad it isn't my design, but I see things about it that I hadn't thought about doing before, like windows that big, that I'll think more about now.

38: Would you do them that big?

Perry: Yeah, maybe I would. I've been in it long enough now that I'm starting to get wise in some areas.



"the transition of a freak into a businessman . . ."

38: We're always seeking wisdom, please continue.

Perry: Well, I'm losing some of the firey passion that I had for my ideas in the beginning, ideas that were mostly blind self confidence. More than anything it was just an attitude. But now I see things like windows, well, thinking for the Valiant 40 pilothouse, I wanted the windows to be real big, but others said no, they shouldn't be too big. But I knew that kind of boat is not one you judge by standing outside and looking in — you judge it by standing inside and looking out. My answer to people who say 'the windows look too big,' is 'you go inside the boat, spend an afternoon in there, and eventually you'll really appreciate them.' Like the Freeport 36 is a really comfortable interior . . . so you've got to discriminate between what works on a drawing, what works functionally, what works aesthetically, and so forth.

It's awful warm today, possibly we're going to die.

38: Bob, what are you doing here, why did you come down for the Boat Show?

Perry: I don't know why I'm down here this time. I know why I ended up here though. I was supposed to come down

for the new Seamaster motorsailer last month and I thought this show was last month also. So I thought I'd do both things at once. Then I remembered the show was this month, not last month, but by that time I'd already promised Karen I'd come, so here I am.

A few minutes ago we were talking about losing 'fiery passion', and I'm looking for a word, not 'rehabilitated', but a word that describes what happens to you as you get older . . . 'assimilated', no, that's not it . . . I can't quite find the right word, but that applies to me a bit. There was this great cartoon in the *New Yorker* magazine that had to do with the transition of a freak into a businessman. There's a guy wearing a three-piece suit and all that, looking into the mirror, and he sees his reflection from the past with long hair, a guitar, and all that . . .

38: You mean the cover of the *National Lampoons* 10th Anniversary Issue?

Perry: Yes, yes, that's it! I read it on the plane coming down.

38: So, how was your transition?

Perry: Well, it wasn't difficult physically, but there were other problems. A big difficulty is that yacht designing is such a conservative field and the role models, people like Olin Stephens, Bill Garden, Phil Rhodes, were all strong, establishment guys. I grew up and graduated back in 1964, which wasn't a very conservative time, so moving into yacht design at first . . . well, I really tried to 'age' myself, I tried to look older, more conservative, and guarded my past as a musician. I would have been really embarrassed if anyone had found out. I thought I had to be a certain way to be a yacht designer, but then I finally decided it was alright for me to be myself, because a lot of people buying boats started looking like you do. Ho, ho, ha, ho. So in the long run, it's been pleasant.

38: Are there times when you get sick of designing boats?

Perry: I get sick of all the accompanying support chores, the phone, running the business, but the designing I don't get tired of.

38: Are you a 'businessman'?

Perry: No. Well, wait; I guess I am. I've done a good job of that, I've done a good job of spreading out the responsibilities in the office and all that. I can delegate authority pretty well in areas I'm not strong. I'm more or less scatter-brained.

38: What do you attribute your success to?

Perry: Well . . . maybe I'm good. Ho, ho, ho, you know, it seems like I am, as I design more and more boats. You'd never think that . . .

38: Why not?

Perry: Well, you do think that, but you always want . . . well, the most important thing to you is your self-image, and I've always found that I appreciated other people designs more than my own. For example, I'll never know the Wilderness 30 as well as I'll know the Baba 30. There are

weaknesses with the Baba 30 I'm intimate with, but I didn't design and I'll never see them in the Wilderness because I'll never know the boat as well — obviously this is just an example, so that the Wilderness may always seem to me as being better.

One thing I try and do is stay in a position where I can appreciate other people's designs, because that way I'll keep growing and developing. There are some designers out there whose new boats look the same as their oldest ones, and I don't want to end up that way.

38: When you see somebody come up with a design that you think is great, do you get envious, jealous, angry, inspired, how do you feel?

Perry: I get inspired . . . I get envious, too, but in a healthy way. I say 'damn, I wish I could have done that, but now watch this!' I'll say 'now watch this' and I'll do a LaFitte 44 which actually started from a Swan 44 brochure.

38: Is that right?

Perry: Yes, and it doesn't bother me to say that, because what a great place to start. It doesn't look anything like a Swan anymore, but I took the basic layout the Swan had and sort of 'cruised' it.

38: That's a great word, but you'd better pronounce it carefully.

Perry: I'll tell you how I feel about copying things. The only time, well, copying is ok and there's some integrity to using good features off other boats, until you won't admit where the ideas came from. Then it loses its innocence and you've gone too far.

I copy good items off other boats. Look at the stern of the Fast Passage 39, and the stern of this LaFitte, they are the only two production boats in the United States with sterns like this. The Fast Passage stern came of a boat called Bolero which Garden did in the early 60's. And Bolero, I always thought, had the most exquisite stern I had ever seen. I couldn't give the Fast Passage a Valiant stern because I really gave that to Valiant, so I gave the LaFitte a Bolero stern which came (Bob is temporarily distracted by a woman walking by with a 'cotton candy' hairdo).

38: Do you have that in Seattle?

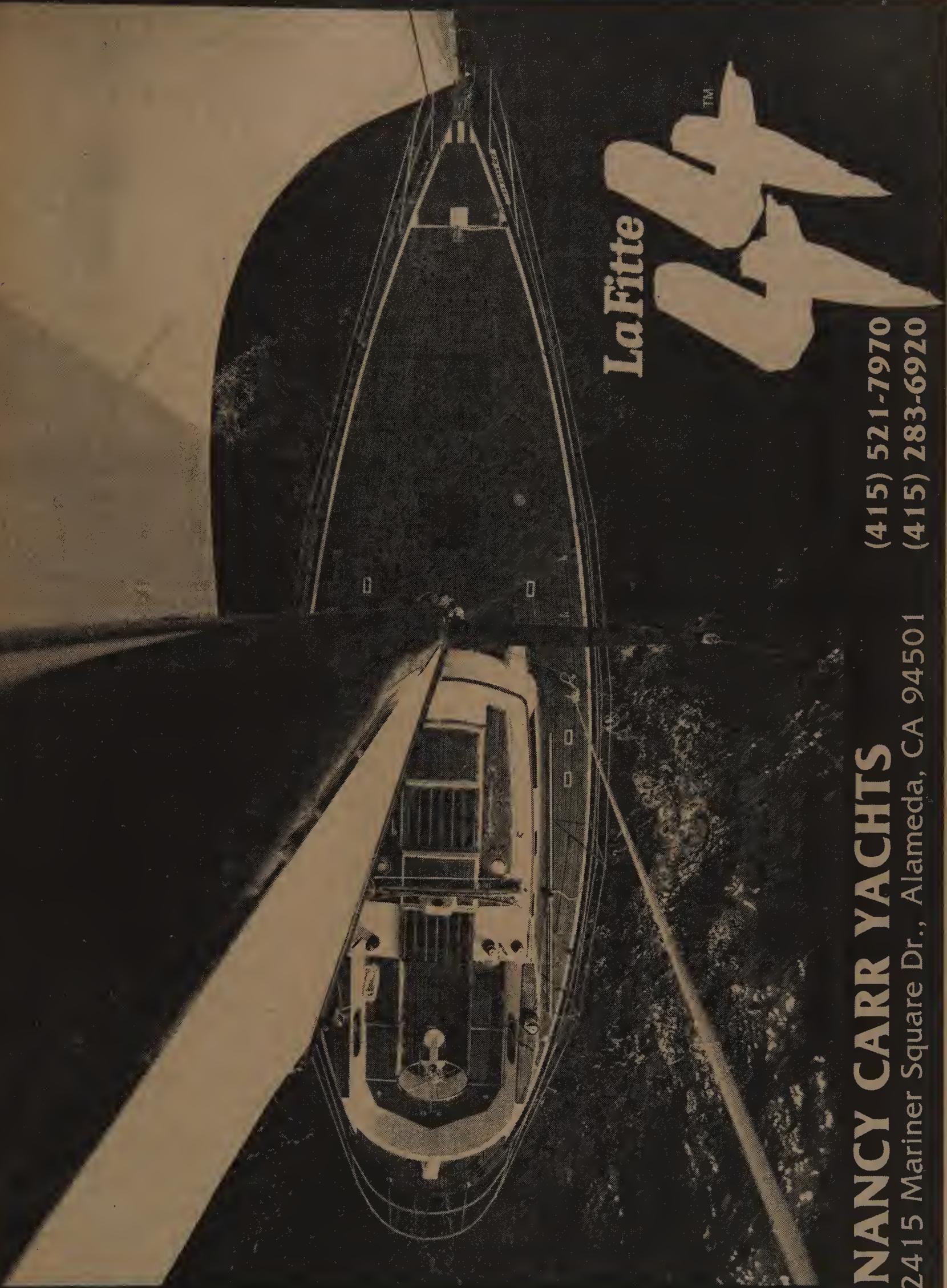
Perry: No, we don't.

For all intents and purposes that was the conclusion of the interview. We walked around the show with Bob, and he took us through several of his latest boats. Aboard his Cheoy Lee 48 design, Bob said his agreement with the company was a little unusual. Under their agreement, Bob is responsible for the shape of the hull, the rig, the 'look' of the deck and basic interior. Cheoy Lee is responsible for all the engineering, all the structural stuff, and much of the interior detail. We had to laugh as Bob walked through the boat saying, "We didn't draw this . . . did we? Yes, the head is ours, but those cabinets are theirs . . ."

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LaFitte



The calendar Fates have struck Latitude 38, a blow below the belt in regard to covering the Ballena Bay YC and Singlehanded TransPacs. We'd hoped to have prepared profiles on some of the people and boats entered, but as we write these some 3 weeks

before the June 15th starting gun, many entries are in flux. A number of boats are dropping out, some are still being allowed to enter, and some are switching from one TransPac to the other.

We've therefore decided to do our preview in the issue that will be

distributed the first week in July — or just after the boats will be finishing at Nawiliwili and Hanalei Bay. As a result you can read our preview the same time you read the final results in the Chronicle — it should work out great. We'll follow it all up with a detailed wrap-up in the August issue.

Meanwhile we're publishing the latest entry lists for your reference and are presenting a short pre-preview of the races.

BALLENA BAY TRANSPAC ENTRIES

YACHT NAME	DESIGN/MAKE	SKIPPER	HOMETOWN
Accent	Islander 30-II	Alan P. Leggett	Berkeley
Airborne	Peterson 34	James Tyler	Los Altos Hills
Alhena	Mod. Kosterbat 10.1M	Kenneth Weller	Redcrest
Andiamo	Swan 55	Thomas Harney III	Sausalito
Axel Heyst	Custom 50	Harold Nelson	Alameda
Blue Streak	Cal 39	Sam Whiteside	Lafayette
Boundless	Independence 31	Stanley Mentzer	Moraga
Cadence	Fast Passage 39	Gerald R. Knecht	San Francisco
Cannibal	Islander 36	Joseph Weathers	San Mateo
Corsair	Anker-Jensen 63' yawl	William D. Hall	Fullerton
Dealer's Choice	Islander 40	Don Wilson	Oakland
Debutante	Cal 36	Leonard King	Ventura
Finesse	C&C 43	Dean Stiles	Belvedere
Foreplay	Wilderness 30 SX	Hans Christian Yachts	Alameda
Friendship	Santana 35	Bill Hecht	Danville
Geronimo	Custom 48	Len H. Teasley	Los Altos
Goldrush	C&C 35	Alan Morton	Los Gatos
Huckleberry Apple	Palmer-Johnson 49	Joseph Hoffman	Fullerton
Josephine M	Warrior 35 (modified)	Al Holbert	Wilmington, Delaware
Kotick II	Eichlerwedel/Holstein 48	Tim Tyler	Novato
Merlin	Lee 67	Norton Smith	Mill Valley
Mira	Ranger 33	Jerry Hansen	Santa Cruz
Namu II	Cal Corinthian 39	Russell Kubiak	Menlo Park
Phu-Bai-Lai-Ang	Columbia 50	Eddie Adams	Sausalito
Pro Tanto	Ranger 29	Bob Stange	Mercer Island, WA
Raccoon Straights	Santana 35	Mal Weaver	Alameda
Red Rover	Hans Christian 34	Stuart Sall	Tiburon
Restless	Hans Christian 42	Robert Lewis	Palo Alto
Rolling Stone	Burns 36	James Richmond	San Francisco
Sangvind	Cal 39	Jerald Jensen	Fremont
Schuss Bunny	Ranger 33	Robert Moeller	Woodland
Secret Love	Santa Cruz 50	Bradley Herman	Beverly Hills
Serenity	Explorer 45	Ben Travis	Fremont
Sioc	Serendipity 43	L. A. Otterson	Colusa
Soufriere	Cal 3-30	John Tysell, Jr.	Richmond
Stormy Petrel	S2 9.2A	J. H. Grissinger	Madison, Wisconsin
Sweet Okole	Farr One-Ton	Dean Treadway	Oakland
Temptress	Halvorsen 40	Harold S. Ottman	San Francisco
Timber Wolf	Farr 38	Larry Harvey	Los Angeles
Tyche	Ericson 41	Ted Perkowski	Pacifica
Vicarious	Cal 33	David Jesberg	Greenbrae
Wild Hair	Santana 35	Orison Gooch	Oakland
Windsong	Ericson 35	Jimi Murillo	Eugene, OR
Wovoka	Peterson 34	Charles McCuskey	Reno, NV

The Ballena Bay Crewed TransPac

Putting together a TransPac for the first time is a giant undertaking, but seems to be under control. In the week before the race starts there are no less than six social and informational events planned; in Kauai following the race there is a Luau, a Fourth of July celebration, and a Awards Dinner. During the race there will be two boats in transit for communications and daily check-ins, and it seems so taken care of they are offering their services to the Singlehanded fleet and all cruising boats in listening range.

The Ballena Bay YC has also taken great pains to work with the island folks to be sure they are welcome. Meetings with the Mayor and working with the Canoe Club and Nawiliwili Yacht Club have resulted in an enthusiastic welcome. Ballena Bay has already taken care that facilities for excess sewage and trash will be available. In addition there will be a special day where all islanders will be invited aboard the boats and hopefully to go out for a sail. We're pleased to report this looks like a class act all the way.

The race. Merlin is of course the overwhelming favorite to take first to finish, and if you disagree we'll cover all bets. Norton Smith is listed as skipper, but he says it's really 8 co-charters who are running the boat, including former Singlehanded TransPac'ers Darrel Davey and Larry Stewart. They'll be going for the TransPac record.

New boats entered included Lee Otterson's Serendipity 43, Sioc; Larry

Harvey's brand new C&B build Farr 38, *Timber Wolf*; *Foreplay*, a Wilderness 30 SX; and *Dealer's Choice*, a Islander Peterson 40. The latter boat is skippered by dealer Don Wilson will be crewed by a group of former customers. There's a group of interesting entries including a Fast Passage 39, a Hans Christian 34 and 42, an Explorer 45, and Independence 31, interesting because they are essentially cruising boats and this probably represents their first go at a long ocean race. Read down the entry list, we think the variety is tremendous and foretells of a bright future for the race.

The Singlehanded Transpac

This year the Singlehanded TransPac's headquarters will be at a house on the beach rented from reknown sailor Peggy Slater, rather than at the now departed Club Med. While there have been reports the race is not particularly welcome in Hanalei Bay — see 'Letters' this month — race officials have been trying to work with residents to everyone's satisfaction.

Entries to date are up about 50 percent over the last race, but some drop-outs are anticipated. Notable cancellations to date include Randy Parker in the Santa Cruz 50, *Chasch Mer*, and last time's big boat elapsed and corrected time winner, *Golden Egg*. Rumor also has it that Amy Boyer won't be going unless a sponsor is found, and none has been located to date. Nevertheless three other women stand ready to be the first woman to finish; Linda Weber-Rettie, Kathy Senelly, and Barbara Dolan. There were none the first year.

Of those who sailed the first race, only Michael Harting in his 31-ft steel boat, Hans Vielhauer in his Scampi 30, and Sam Vahey in his Ranger 37 are returning with the same boat. John Carson will be sailing a Cal 40, Harold Upham a Farallone 30, Kent Rupp a C&C 35, and Don Keenan an Olson 30.

Norton Smith holds the course record

of 13 days, 2 hours and 34 minutes. Both top boat speed and lots of ocean experience will be necessary to break that record. Look to Rod Park, Don Keenan, Kent Rupp, Sam Vahey, Dick Mitchell, John Carson, the Moore 24's

and the multihulls to get there first. Last TransPac we were one for two in picking winners, this time will go will Rod Park in his Lee 40, *Panache*, they both know the way to Hawaii.

— latitude 38

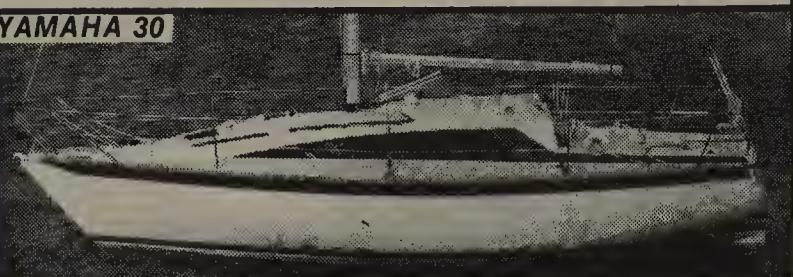
SINGLEHANDED TRANSPAC ENTRIES

ENTRANT	HOMETOWN	BOAT NAME	DESIGN/MAKE
John Carson	Seattle, WA	Argonaut	Cal 40
Jerry Cotter	Atherton	Errant Prince	Valiant 40
Greg Booth	Truckee	Wave Length	Cal 40
Amy Boyer	San Francisco	Little Rascal	Wilderness 21
Bob Boyes	Oxnard	Saltshaker	Moore 24 ✓
Dan Byrne	Santa Monica	Fantasy	Valiant 40
Bob Counts	Sausalito	Sanderling	Golden Gate 25
Samuel Crabtree	Antioch	Catch the Wind	Cal 39
Frank Dinsmore	Fair Oaks	Carina	Islander 28
Barbara Dolan	Hayward	Mollybolt	Islander Bahama
Donald Eldridge	Atherton	Skol	Valiant 32
Carl Elliott	Seattle, WA	Sea Sprite	Custom 33' Cutter
Leland Flint	Sausalito	Luana Iki	Farallon 29
Douglas Fryer	Seattle, WA	Night Runner	Custom 42' Cutter
Philip Good	Blaine, WA	Catspaw	Catalina 30
Roy Haase	Madison, Wisc.	Stormy Petrel	Mega 30
Mike Harting	Honolulu, HI	Challenge	31' Sloop
Charles Hawley	Oakland	Slim	Moore 24 ✓
Gene Haynes	Alameda	Whither Thou	Nor'West 33
Michael Herz	Belvedere	Kunu	Ericson '35
John E. Hill	Montara	Ariel	Columbia 29 MKII
Edward Holland	Palo Alto	Solaris	Columbia 36
Michael Kane	Newport Beach	Crusader	52' Cross Trimaran
Don Keenan	Santa Cruz	Hanalei Flyer	Olson 30
Ian Kiernan	New So. Wales, Aust.	Maris	37' Tasman Seabird
Kevin McDonald	Santa Cruz	Veloce	San Juan 26
Reg Miller	Chula Vista	Wild Cat	Miller 24 Catamaran
Dick Mitchell	Alameda	Blithe Spirit	Pearson 36
Roderic Park	Pt. Richmond	Panache	Lee 40
Michael Olson	San Francisco		Buccaneer 30
Ki Punches	Everett, WA	Hawaiian Punch	MacGregor 36 ✓
John Robertson	Stateline, NV	Legs	Moore 24 ✓
Kent Rupp	Sausalito	Manitou	C&C 35 MKII
John Sanders	Saratoga	Red Boat	Cal 29
Kathy Senelly	Coronado	Erasmus	Cal 25
Frank Shirley	Ventura	Osiris	35' Willard
Thurman Smithey	Chula Vista	Venture	Rawson 30
Harold Upham	San Leandro	Joshua H.	Farallone 30
Sam Vahey	Sausalito	Odysseus	Ranger 37
Jack Van Ommen	Tacoma, WA	Fleetwood	Naja 29
R.E. van Valkenburgh	Santa Maria	Peaceful Quest	Downeaster 38
Hans Vielhauer	Pengrove	Mach Schnell	Scampi 29
John Waite	Richmond	Stormalong II	Ericson 35
Linda Weber-Rettie	Alameda	Rough and Rettie	Yamaha 33
Steven Williams	Oakland	Beginnings	Searunner 31
Judson Zenic	Mount Shasta	Catch 22	20' Zenic design

Catch 22

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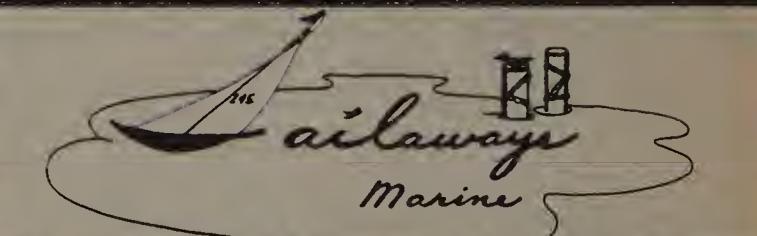
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And how about the boat and the endless list of things to do. Should the chain-plates be reinforced? Are there

All that stands between Linda and being the first woman to complete the SSS TransPac is 2,200 miles of open ocean.



enough halyards? Should I spend the dough to have them all lead aft? What's the plan for getting up the mast? Do I need a pad-eye for the foreguy on the portside whiskerpole? Should I have a cam-cleat on the number one reefing line? Is there time to make a new paddle for the steering vane? The list grows: "Get vitamins! — Get cleat for the trip-line on self-steering — Pick up back-up sextant from Bob — Buy tape recorder . . ." the list never gets shorter. It grows: A new day, a new idea.

As of press time, 14 competitors have forfeited their \$250 entry fee in this Second Annual Singlehanded TransPac. Each one has had second thoughts about something.

But if anyone will be ready for this race, it will be the voluptuous, soft-spoken 37-year old Linda Rettie who's had her heart and mind set on it for two years. Her new Yamaha 33 is almost totally rigged, she has completed her 300-mile qualifying run, survived a collision at sea and her boat, *Rough and Rettie*, will come out of the repair dock just in time to make a flying run for the start.

"She's ready," says her closest friend and advisor, Mike Rettie, Linda's husband of 18 months. "Actually," he grins, "I'm Rettie and she's rough." Commodore of Island YC and co-chairman of the Singlehanded TransPac Race Committee, Mike says the night he met Linda she told him she wanted to sail the Pacific singlehanded. "I thought, 'Lady, you got rocks in your head' but here we are, 3 boats and 3 years later and she's ready.

"Do I want to do it? Hell, no," says Mike who has been sailing and racing since he was a teenager. "We just came up from Monterey: seas were bad, and weather so rough we had to turn back. Sick? Yeech. Actually, why anybody would want to singlehand through 3000 miles of that stuff still blows me away."

"Mike has been incredible through all of this," says Linda. "For almost two years, our lives and our finances have been focused on this trip. Mike is very, very understanding. I don't know how a

GETTING

person gets ready for something like this alone — there is so much to do — he's been an incredible support in all ways."

Two years ago the Retties sailed out to the Gate with the first TransPac singlehanders. "There was a certain kind of pulling inside me as I saw them go down over the horizon," says Linda. "I just longed and ached to go with them and I knew I would make it in 1980." As it turned out, singlehanded entry Bob Whitney put into Monterey for repairs, fixed his gear, and called fellow yacht club member Mike Rettie to see if he wanted to finish the sail with him to Hawaii. A senior draftsman for an engineering firm, Mike couldn't get away. But Linda could, and within two days she was on Whitney's Ranger 29 headed for Hawaii. "I hardly knew Bob but I knew I needed the experience. We had a good trip over — it was smooth and uneventful."

Actually, Linda has been preparing for this singlehanded event for a long time. A fifth generation Californian, her people were of "sturdy German stock" who came from New York State and settled into ranching in the central valley. "My grandfather on one side was a ship captain and sailed here around the Horn," she says proudly, "and my other grandfather came across the prairies as master of a wagon train. So I guess sailing and horses come pretty natural to me."

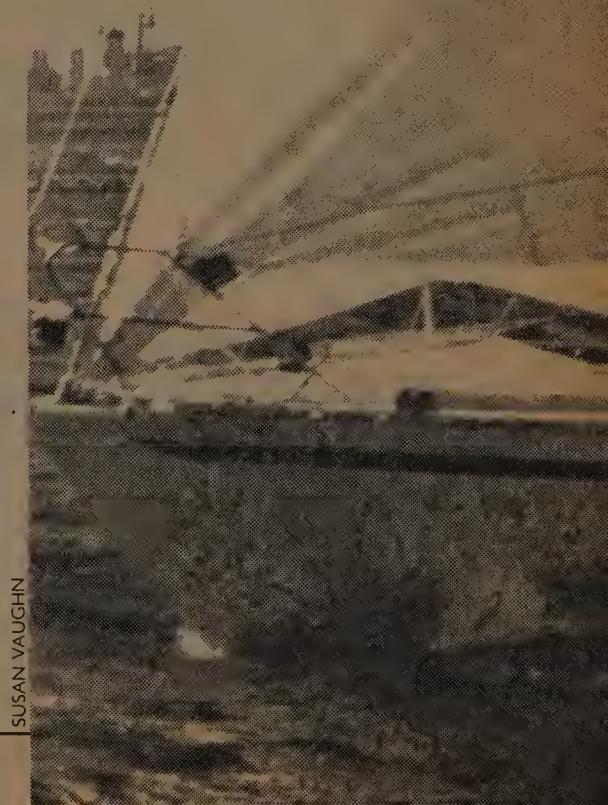
Rettie grins easily, her dark eyes twinkle under long, silky eyelashes. She has the soft, lumpy feminine figure of a Reubens model — speaks slowly, intimately. Nothing about her even suggests the strength, nerve and courage of a singlehanded sailor. She is casual and chatty. She does not appear to be a loner yet one can detect a strong inner sense of self. She's also blessed with a sense of humor. ("Who were my heroines? Oh oh. I know you want me to name some women through history, but really only Charles Lindberg captured my imagination. I'll try to think of some women, but really, Charles Lindberg was really it.")

Linda grew up on the ranch and at

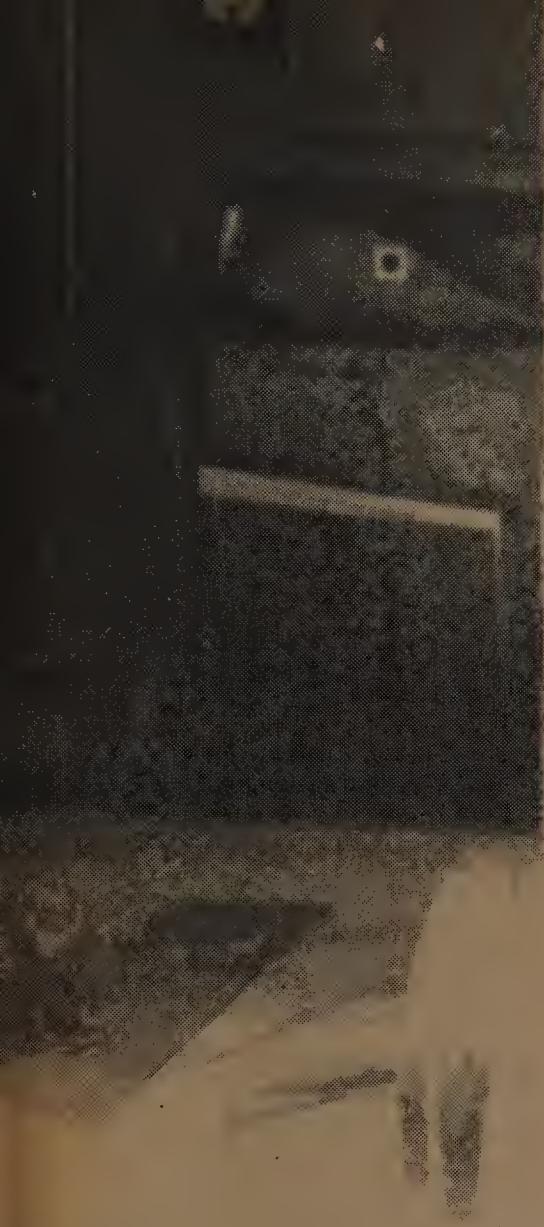
SUSAN VAUGHN

the age of five roamed the countryside on her own horse. "I had freedom and independence at a very young age," she recalls, and then laughs. "Maybe that's why I've been married four times; you just can't ever give that independence up." As with Naomi James, the 28-year old English woman who recently circumnavigated the world in a 57-ft. sloop ("Alone Around the World"), Linda feels her early experiences with horses are transferable to sailing which she took up seven years ago. "Each time you go riding or sailing there's that excitement — you never know what you'll be up against, whether you'll get thrown off, or what weather conditions you'll encounter. How you handle the reins or trim your sails makes all the difference. You're in control basically, but there are a lot of variables in the way a boat or a horse is going to react. Both test your skills, your strengths, your ability to handle the unexpected."

For the past 14 years Linda has been a teacher of educationally handicapped



READY WITH RETTIE



junior high school kids. Although she herself was a high achiever academically, she says that was easy, but felt it was not enough and that she had to prove herself in other ways. "I suppose the key reasons for taking on this challenge is to test my endurance, my emotional balance, and of course, my ability to deal with the unexpected." Her 300-mile qualifying run last month turned out to be a true mini-test. She headed out the gate in light breezes one Saturday morning only to have the seas build and winds increase sharply by 6 p.m.

"I double-reefed the main and the boat was still doing 6½-7 knots so I decided I'd better reef the jib from a 105 down to a 90. The waves were breaking over the bow and by the time I got up there to reef, I realized that while we were on a broad reach I'd never be able to catch the clew to change the sheets to the next grommet. I crawled back to the

cockpit to adjust the self-steering to put us more on the wind. That really put the boat head on to the seas and going back up to the bow again was like crawling through big, cold, blinding showers of salt water. I got the sheets changed, pulled the tack down and crawled back into the cockpit. Then I realized I hadn't tied the reef-points on the bottom of the jib and it was beginning to flap itself to shreds against the hull. So, back to the bow and I finished the job. The whole process took more than two hours. I was exhausted." Rettie has been running to keep in condition but has no set program ("You know how it is when you have a full-time job and a lot of things to do; I run when I can, but it's hard to keep a schedule.")

The qualifier was an emotional test, too. "That night the Coast Guard was on the radio about every half hour asking all ships to be on the lookout for Grover Nibouar. That was really sad and it was spooky." (Nibouar had left for his qualifying run a few days earlier. His Moore 24 had been sighted sailing along by itself, no trace of Nibouar. Later, the Moore 24 was found washed up on the rocks off the San Mateo coastline.) "I kept wondering what had happened to Grover and when I dozed off that night I kept having nightmares about seeing him. Once I thought I saw something like a body floating very close by — just beneath the surface.

"I also did my little seasick number that night. Cashed it in on two spoonfuls of peanut-butter, but then I felt better. It was hard to sleep and being so close to the coast I was really worried about being run down by a ship. On the Hawaii race, I'm going to take my kitchen timer and set it for 45 minutes. I'll never sleep more than one hour at a time," says Rettie who plans a 14-16 day crossing.

Coming back from her qualifying run early the next morning, Rettie came across the fishing fleet about three miles east of the Farallones. "The boats were fairly spread out so I picked a course and tacked through the fleet. It didn't seem to be difficult. I was in the compa-

Navigating or steering, there's nobody to do it but yourself.

RETTIE



SUSAN VAUGHN
boat out of here or I'll ram you again!" he yelled.

"I couldn't believe it. All I could think of was whether or not my mast was going to go. I tightened up a spare halyard that was attached to the bow pulpit. Then I untied all the extra halyards, put them on the bow and cranked them in. Meanwhile our two boats are locked together — his fishing poles are caught in my halyards — and he is still yelling obscenities — I mean you couldn't print what he said — and he's still threatening to ram me again if I don't get out of there. I got the sails down, got the motor going, and backed off. Snapped his poles, I think. He was still yelling and threatening me and I was really afraid he was going to come after me. I could see his stern finally. It said, Visit out of Pescadero. When I backed off, the jib sank underneath the boat and I dragged it along. I called Mike right away and told him to call the Coast Guard. He waited on the radio while I checked the bilge to see if we were taking water. For all I knew the boat had a gaping hole in her side.

Rettie motored in and got a Marine surveyor who immediately toted up \$3000 worth of damage. Add that to the \$7000 they had originally spent on special outfitting and it makes the Singlehanded TransPac an expensive sport.

Both Mike and Linda took the incident philosophically, and immediately set to work on repairs. "What do I think of Linda doing the TransPac?" he asks with a grin. "It must be a burning question. Well, I think everybody should do his or her own thing — and I just hope that Linda remembers this when I get a little pet project of my own going."

Linda Rettie will be teaching school until Friday afternoon. On Saturday she is taking her family on a short sail around the bay. On Sunday morning she will be racing out the Gate for Hawaii. It will be the realization of a dream: she'll have that long-awaited chance to prove herself — in many ways.

Husband Mike takes the background in this picture. "I think everyone should do his or her own thing," he says, "I just hope that Linda remembers this when I get a little pet project of mine going." Great stuff.

nionway taking a sight on the Farallones with my hand-bearing compass when there was a loud crash. The boat jolted up in the air and the 5/16" steel cable forestay snapped with a crack.

"I couldn't believe it. I looked under

the jib which was snaking around in its headfoil and there was this fishing boat hard up against my hull — he had hit me dead on — and there was this guy jumping up and down on deck shaking his fist and yelling obscenities at me."

"Get that (unprintable, unprintable)

— susan vaughn

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46' Rhodes C/B sloop, 1957, big inventory, near perfect	82,500
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48' Parker/Moody custom sloop, 1957, elegant layout	80,000
49' Robert Clark cutter, 1964, quality English boat	100,000
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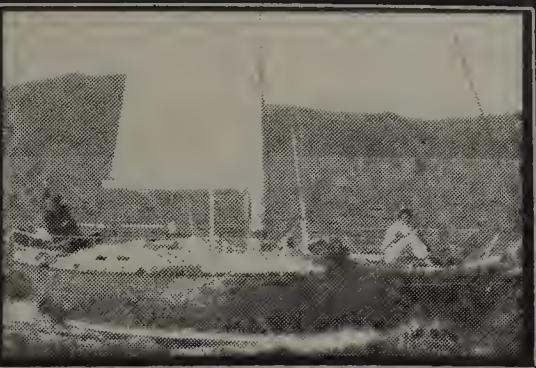
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25' MERIDIAN	14,500
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26' COLUMBIA	12,200
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27' SANTANA	18,500
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27' CAL	18,000 ★
28' TAI-PAN	29,500
29' ERICSON	28,500
29' RHODES RANGER	21,000
30' BIRD	11,000/offer
30' PETERSON	39,000
30' CATALINA	33,500
30' ALBERG	25,950
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35' ERICSON	55,000
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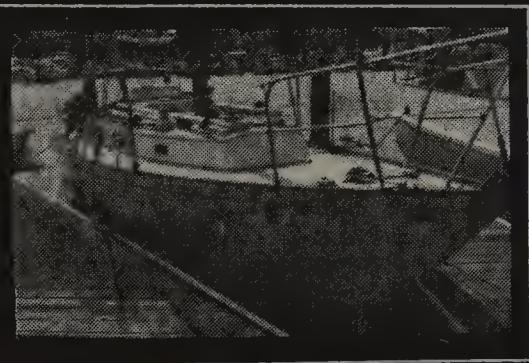
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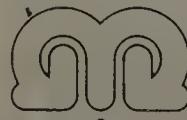
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